
Environmental Assessment
for
Construction at US Central Command
Headquarters Complex
MacDill AFB, Florida



Headquarters Air Mobility Command

Scott AFB, IL

December 2005

Report Documentation Page				Form Approved OMB No. 0704-0188	
Public reporting burden for the collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to a penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.					
1. REPORT DATE DEC 2005		2. REPORT TYPE		3. DATES COVERED 00-00-2005 to 00-00-2005	
4. TITLE AND SUBTITLE Environmental Assessment for Construction at US Central Command Headquarters Complex MacDill AFB, Florida				5a. CONTRACT NUMBER	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S)				5d. PROJECT NUMBER	
				5e. TASK NUMBER	
				5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) 6 Civil Engineer Squadron (6 CES/CEV),7621 Hillsborough Loop Drive,MacDill AFB,FL,33621-5207				8. PERFORMING ORGANIZATION REPORT NUMBER	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)				10. SPONSOR/MONITOR'S ACRONYM(S)	
				11. SPONSOR/MONITOR'S REPORT NUMBER(S)	
12. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release; distribution unlimited					
13. SUPPLEMENTARY NOTES					
14. ABSTRACT					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT Same as Report (SAR)	18. NUMBER OF PAGES 135	19a. NAME OF RESPONSIBLE PERSON
a. REPORT unclassified	b. ABSTRACT unclassified	c. THIS PAGE unclassified			

**FINDING OF NO SIGNIFICANT IMPACT
AND
FINDING OF NO PRACTICABLE ALTERNATIVE
CONSTRUCTION AT US CENTRAL COMMAND HEADQUARTERS COMPLEX
MACDILL AIR FORCE BASE, FLORIDA**

Agency: United States Air Force (USAF), Headquarters Air Mobility Command

Background: Pursuant to the President's Council on Environmental Quality (CEQ) regulations, Title 40 Code of Federal Regulations (CFR) Parts 1500-1508, as they implement the requirements of the National Environment Policy Act (NEPA) of 1969, 42 U.S.C. § 4321, et seq., and the Air Force Environmental Impact Analysis Process, as promulgated in 32 CFR Part 989, the US Air Force conducted an assessment of the potential environmental consequences associated with implementation of the following Proposed Action: The significant redesign and modification of the layout of the US Central Command (USCENTCOM) Headquarters Complex, including the completion of an addition to the Headquarters USCENTCOM (HQ USCENTCOM) building, the construction of Coalition Village facility, the construction of a Joint Intelligence Center Central Command (JICCENT) building, construction of a US Marine Forces and Naval Forces Central Command (MARCENT and NAVCENT) building, construction of several ancillary buildings for expansion, and the completion of a multi-story parking garage.

USCENTCOM, JICCENT, MARCENT and NAVCENT, and our Coalition Partners need adequate, state-of-the-art facilities to carry out their missions, and to consolidate their personnel in one complex for efficiency and security considerations; the Proposed Action is intended to meet these needs.

The environmental assessment considered all potential impacts of the Proposed Action and alternatives, both as solitary actions and in conjunction with other proposed activities. The Finding of No Significant Impact (FONSI) summarizes the results of the evaluation of the Proposed Action and alternatives. The discussion focuses on activities that have the potential to change both the natural and human environments. The Finding of No Practicable Alternative (FONPA) summarizes the options considered and why the proposed new buildings were designed and sited as proposed.

Proposed Action: The Proposed Action is a multi-year, multi-phase construction action that would construct several new buildings creating approximately 540,000 square feet of new permanent office space; demolish over 101,000 square feet of office space; and replace approximately 350,000 square feet of parking lots with a two-story parking garage. The individual actions included in this large scale construction effort are summarized below.

Construct an approximately 45,000 square foot (in plan) reinforced concrete and structural steel, three-story addition to HQ USCENTCOM (Building 540). The total building addition would provide 135,000 square feet of usable floor space. Above ground fuel storage tanks and electrical generators will be installed to provide emergency power. Concurrent upgrades to the heating, ventilation and air conditioning systems, lighting, and interior layout improvements to Building 540 would also be completed.

Construct an 85,000 square-foot (in plan), four-story reinforced concrete and structural steel JICCEN facility that would provide 280,000 square feet of usable floor space. A two-story concrete and steel parking garage would be constructed to the west of the JICCEN building. The garage would be constructed in two phases, and, upon completion, provide secure storage for up to 900 vehicles.

Construct an approximately 40,000 square foot (in plan) concrete and steel, multi-story building, known as Coalition Village, which would provide approximately 80,000 square feet of usable floor space, and new Marine and Naval Central Command (MARCENT and NAVCENT) facility, which would be single-story, concrete and steel structure, covering up to 25,000 square feet (in plan).

Construct an approximately 10,000 square foot (in plan) concrete and steel, single-story building to replace the existing CE Maintenance Facility (Building 1050) which is located within the USCENCOM Headquarters Complex. Building 1050 must be demolished to create room of the JICCEN facility.

Remove approximately 72 Secured Compartmentalized Information Facilities (SCIFs) trailers currently utilized for Coalition Village. The SCIF trailers provide approximately 50,400 square feet of temporary office space. The project would also demolish approximately eight acres (~350,000 square feet) of parking areas including the USCENCOM parking lot, and the paved parking lots surrounding Buildings 529 through 531, 535 through 538, and 546.

The new construction and new parking areas within the complex would be designed to manage storm water, utilizing the existing storm water retention areas at the complex, or by the construction of new permitted storm water retention areas.

The project also includes demolition of the following facilities/structures: 95, 529, 530, 531, 535, 536, 537, 538, 543, 546 and 1050. Buildings 927 and 928, associated with the base's water supply, would also be demolished and then replaced with like structures. In total, these facilities account for approximately 50,690 square feet of usable space.

Alternatives: Two alternatives to the Proposed Action were evaluated during the environmental impact analysis process. The first alternative evaluated was the Lease of Temporary Trailers to accommodate the additional space needed to augment HQ USCENCOM operations. The No Action Alternative was also evaluated and would result in no construction or demolition activities. The environmental assessment process identified the Proposed Action as the preferred course of action since it would best suit the needs of both military personnel and MacDill AFB and would not result in significant environmental impacts. The environmental consequences associated with implementation of the Proposed Action are summarized in the following sections.

Air Quality: The estimated values for volatile organic compounds (VOC) and nitrogen oxides (NO_x) were determined to be less than USEPA *de minimis* values and will not be a regionally significant source of air emissions; therefore, an air conformity analysis is not necessary.

Noise: Noise levels will increase temporarily during construction. The noise increase will have a short term impact that may disrupt work in the buildings close to the 85 db-producing noise.

Wastes, Hazardous Materials and Stored Fuels: Materials containing lead-based paint and asbestos will be abated prior to the demolition of the existing buildings. Consequently, the proposed action will not result in significant impacts from hazardous materials or wastes. There will be no impacts to stored fuels with implementation of the Proposed Action.

Water Resources: There will be no significant impacts to surface or ground water quality during construction at the USCENTCOM Headquarters Complex.

Floodplains: Currently, 80 percent of MacDill AFB is located within the coastal floodplain. The 20 percent of the installation that is not located within the floodplain is primarily being used for airfield operations and support. Construction at the USCENTCOM Headquarters Complex would take place within the 100-year coastal floodplain. Cumulatively, implementation of the Proposed Action will have a minor increase in pervious surface, and therefore, would not adversely impact the floodplain. To insure compliance with Federal Emergency Management Agency guidelines, all of the new buildings considered under the Proposed Action would be constructed to a finish floor elevation of at least 11.5 feet above mean sea level which raises the buildings out of the 100-year floodplain.

Transportation Systems: An increase in traffic in the northern portion of the base would result during implementation of the Proposed Action, due to the increase in construction-related activities. These impacts are considered to be minor and short-term.

Minor long-term impacts to transportation would result from the Proposed Action, as the number of staff would increase.

Safety and Occupational Health: Construction at the USCENTCOM Headquarters Complex would not pose safety hazards beyond those typically experienced with a construction project.

Socioeconomic Resources: Implementation of the Proposed Action will have a significant beneficial short-term impact in the Tampa community.

Biological Resources: Adverse impacts on wetlands (including wetland communities of Tampa Bay), wildlife, aquatic life, or protected species would not occur during the construction or the demolition operations of the Proposed Action. Consultation with the United States Fish and Wildlife Service indicates that there will be no adverse impacts on threatened or endangered species during construction at the USCENTCOM Headquarters Complex. There will be no net loss of jurisdictional wetlands as a result of the project.

Land Use: The Proposed Action would involve construction on land currently designated for administrative use. Implementation of the Proposed Action would not affect land use designation, and no impacts to land use would result.

Airspace/Airfield Operations: The Proposed Action would not impact airspace/airfield operations.

Cultural Resources: The Proposed Action will demolish multiple buildings, three of which are greater than 50 years old. The State Historic Preservation Office (SHPO) has evaluated all of the buildings proposed for demolition and determined that none of the buildings meet the criteria for listing in the *National Register*. Consequently, no historic properties will be affected by the Proposed Action. The SHPO recommends that current archival quality photographs (interior and exterior) of the three buildings greater than 50 years old be completed and submitted to their office.

Environmental Justice: No disproportionately high or adverse effects on minority or low-income populations will occur as a result of the Proposed Action.

Environmental Management (including Geology and Soils): During construction activities, soil erosion in disturbed areas will be controlled by implementation of a Sediment and Erosion Control Plan as well as Best Management Practices.

Indirect and Cumulative Impacts: There are no site-specific direct, indirect, or cumulative impacts associated with the Proposed Action, or from the long-term operation of the new facilities. The construction activities of the Proposed Action were considered in conjunction with other on-going or planned construction projects, and found that together they do not constitute a significant cumulative impact.

Unavoidable Adverse Impacts: There are no unavoidable significant impacts associated with the construction activities, or from the long-term operation of the new facilities.

Relationship Between Short-term Uses and Enhancement of Long-term Productivity: Implementation of the Proposed Action would have a positive effect on long-term productivity by providing modern, safe, and energy-efficient facilities for use by CENTCOM personnel, associated staff, and by our coalition partners.

Irreversible and Irretrievable Commitment of Resources: The construction and demolition activities of the Proposed Action would irreversibly commit fuels, manpower and costs related to constructing a useable facility for the installation.

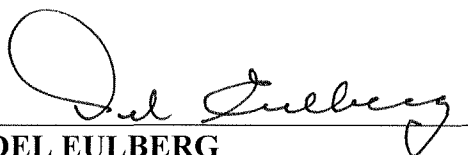
Florida Coastal Zone Management: In accordance with the Federal Coastal Zone Management Act (CZMA) and the Florida CZMA, this Federal action must be consistent “to the maximum extent practicable” with the Florida Coastal Management Program (CMP). Appendix A to the EA contains the US Air Force’s Consistency Statement and finds that the conceptual Proposed Action and alternative plans presented in the EA are consistent with Florida’s CMP. In accordance with Florida statutes, the State of Florida has reviewed the attached EA and agrees that the proposed action is consistent with the Florida CMP.

FINDING OF NO SIGNIFICANT IMPACT: Based upon my review of the facts and analyses contained in the attached Environmental Assessment, incorporated by reference, I conclude that implementation of the Proposed Action will not have a significant environmental impact, either by itself or cumulatively with other projects at MacDill AFB. Accordingly, the requirements of NEPA, the regulations promulgated by the Council on Environmental Quality and the Air Force are fulfilled and an Environmental Impact Statement is not required. The Tampa Tribune

published a Notice of Availability on October 12, 2005. No comments were received during the public comment period ending November 16, 2005. The signing of this combined Finding of No Significant Impact and Finding of No Practicable Alternative (FONSI/FONPA) completes the environmental impact analysis process under US Air Force regulations.

FINDING OF NO PRACTICABLE ALTERNATIVE: Pursuant to Executive Order 11988, the authority delegated in Secretary of the Air Force Order (SAFO) 791.1, and taking the above information into account, I find that there is no practicable alternative to locating the proposed construction at the USCENTCOM Headquarters Complex. Furthermore, in accordance with Executive Order 11990 the Proposed Action would not result in the permanent destruction, loss or degradation of wetlands. The alternatives to the Proposed Action were not feasible due to the inadequacies of temporary facilities, in regards to security and mission needs.

The Proposed Action, as designed, includes all practicable measures to minimize harm to the coastal floodplain and wetland areas. The US Air Force has sent all required notices to Federal agencies, single points of contact, the State of Florida, local government representatives, and the local news media.



DEL EULBERG

Brigadier General, USAF

Director, Installations and Mission Support

Attachment: Environmental Assessment

26 Jan 06
DATE

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1.0 PURPOSE OF AND NEED FOR PROPOSED ACTION

This Environmental Assessment (EA) identifies, describes, and evaluates potential environmental impacts associated with the proposed construction at United States Central Command (USCENTCOM) Headquarters Complex at MacDill Air Force Base (AFB). This EA summarizes the Proposed Action, as well as alternatives to the Proposed Action, and the No Action Alternative.

1.1 PURPOSE OF THE PROPOSED ACTION

The purpose of the Proposed Action is to construct the facilities necessary to support the unified command's mission, and specifically includes the construction of several new buildings and a building addition within the USCENTCOM Headquarters Complex, located within the northeast quadrant of the base (Figure 1-1), to meet this objective.

The Proposed Action also includes construction of an associated structure identified as Coalition Village, to provide our coalition partners with adequate, functional space for real-time command and control of their forces during implementation of coordinated military efforts.

1.2 NEED FOR THE PROPOSED ACTION

USCENTCOM needs adequate, state-of-the-art facilities to carry out their mission, and needs to consolidate their personnel in one building. USCENTCOM, one of nine Unified Combatant Commands assigned operational control of US combat forces, is the Unified Command responsible for the Southwest Asia Theater of Operations and supports the combatant commander in the current war on terrorism. The USCENTCOM headquarters facility currently houses the allied coalition complex and functions as the command and control center for military activities within the theater. Through intelligence centers in the facility and communication links, USCENTCOM staff direct combat operations in real time. Additionally, the Joint Intelligence Center, Central Command (JICCENT) supports the commander by providing indications and warnings, monitoring and reporting threat capabilities and intentions, and producing intelligence. The USCENTCOM Headquarters Complex currently houses the allied coalition complex and

functions as the command and control center. However, the existing facilities do not meet the space or functionality needs of the command.

The construction of a JICCENT and also Marine Forces Central Command (MARCENT) and Naval Forces Central Command (NAVCENT) facilities within the USCENTCOM Headquarters Complex are also needed, with the goals of providing adequate space, improving operational efficiency, and providing modern facilities to support their command and control functions.

For command and control operations, effective coordination of functions is imperative to the mission. This coordination includes the logical and organized placement of personnel within the command. Even prior to the September 11, 2001, terrorist attacks, USCENTCOM had severe facility shortfalls that impacted the functionality and efficiency of their command and control. Since its construction in 1982, the main building of Headquarters United States Central Command (HQ USCENTCOM - Building 540) has had four additions; however, this construction has not kept pace with mission expansion. USCENTCOM has been forced to place staff in temporary trailers near Building 540 and in various other buildings as they become available at scattered locations around the base. As the USCENTCOM mission grows, more temporary trailers are required and personnel become further separated. Prior to the September 11th attacks, approximately 360 personnel of the 1,650 staff members were housed in these scattered facilities. Today, USCENTCOM staff has expanded to more than 2,000 personnel, with greater than 800 US and coalition members operating outside of Building 540 in trailers functioning as Secured Compartmentalized Information Facilities (SCIFs), Operation Centers, and administrative space. According to Air Force standards, Building 540 provides adequate space for no more than 1,200 personnel. With inadequate space, and with personnel located in physically separate locations, the efficiency of USCENTCOM is adversely impacted.

The majority of the main USCENTCOM building (Building 540) has never been renovated. Common areas have deteriorated from years of wear, lighting is inefficient and substandard, the interior walls do not support the current operational structure, and the heating, ventilating and air-conditioning system (HVAC) is no longer effective. Aside from the inadequacy of the building from a human comfort standpoint, the additional equipment and personnel load on the HVAC system could cause electrical system failure, rendering critical command, control, and communications intelligence and communications computer systems unusable.

As with USCENTCOM, the JICCENT organization requires a modern, suitably furnished and equipped facility. JICCENT staff are currently located within Building 6 at MacDill AFB, located along Hangar Loop Drive approximately 1/2-mile from Building 540. Building 6 was constructed in 1953 and was not designed for JICCENT mission objectives. As such, Building 6 has undergone several interior renovations in an attempt to improve the functionality of this building to the mission. Building 6 has also never been substantially renovated, and the layout of the facility remains inadequate to support current operational functions. Excess JIC staff are also located in temporary trailers placed at the HQ USCENTCOM parking lot, leading to significant inefficiencies of operation.

The Coalition of US Allies are an essential part of the planning staff and provide combat forces engaged with the US in prosecution of the war on terrorism. Currently, our coalition partners utilize temporary SCIFs placed within the HQ USCENTCOM parking lot. Installed soon after the September 11, 2001 terrorist attacks, these trailers can only satisfy the short-term requirement of providing space for administrative, conferencing and communication functions. The physically separated facilities and lack of large consolidated space hinders the integration of coalition planning efforts. Further, the trailers are cramped, often hot, and provide almost no force protection to our allies. A modern, properly configured, permanent facility is required to meet the needs of our coalition partners. A new facility would permit consolidation of the coalition forces and improve the operational efficiencies of the coalition. The facility would require secured communication links to allow the coalition members to receive classified intelligence and communicate with their combat forces. The facility must meet current force protection standards.

The placement of temporary SCIFs in the HQ CENTCOM parking lot after the September 11, 2001 terrorist attacks has resulted in a significant loss of parking, approximately eight acres of parking. This loss has forced USCENTCOM staff and coalition members to use other existing parking in nearby areas. The base has constructed temporary unpaved parking lots near USCENTCOM to meet short-term needs. The loss of parking within the USCENTCOM Complex has exacerbated parking problems within this quadrant of the base. A new parking facility is required to meet the long-term needs for USCENTCOM and replace the eight acres of parking lost to the Coalition SCIFs. This parking area must be convenient enough for the staff

while also meeting US Department of Defense (DoD) force protection guidelines for set-backs from critical buildings. A limited number of senior staff and VIP parking spaces are proposed near the HQ CENTCOM building; however, all vehicles accessing these areas would first pass through additional security gates within the base.

NAVCENT and MARCENT are currently housed in the several buildings located within the USCENTCOM Headquarters Complex. These buildings, although constructed in the 1990s, are undersized and antiquated especially with respect to the electronic needs of the command. In addition, the MARCENT and the NAVCENT facilities are located immediately adjacent to Zemke Avenue, and do not meet current DoD force protection setback requirements from this roadway. Construction of a new, properly configured facility designed for the operational needs of the NAVCENT/MARCENT organizations is required.

Given the needs described above, MacDill AFB seeks to construct a new addition to the existing HQ USCENTCOM building, a new JICCEN facility, a Coalition Village facility for joint use by our coalition partners, a new MARCENT and NAVCENT facility, and a multi-story parking facility. The demolition of several buildings including Buildings 95, 529, 530, 531, 535, 536, 537, 538, 543, 546, 927, 928 and 1050 are required to create sufficient space for construction of these new facilities. Some of the buildings/facilities proposed for demolition, such as the base water plant and equipment maintenance shop, would be replaced as part of the overall plan for construction of the USCENTCOM Complex. This EA examines the potential for impacts from the construction and demolition activities necessary to complete the proposed USCENTCOM Headquarters Complex project. The need for this EA was originally outlined on AF Form 813, a copy of which is included in Appendix A.

1.3 OBJECTIVES OF THE PROPOSED ACTION

The objective of the Proposed Action would be to provide consolidated, properly configured facilities for USCENTCOM, JICCEN, MARCENT, and NAVCENT personnel, as well as our coalition partners. The facilities must be located in close proximity to one another to improve the operational efficiency of the organization and provide proper command and control. Critical communications, telecommunication centers, and all support functions (storage, automated data processing, electronics/ communications maintenance, training areas, and parking) must all be in

close proximity within the complex to increase productivity and security. The facility must be secure and hardened to protect its critical communication links from potential terrorist actions.

Establishment of new facilities would benefit the thousands of USCENTCOM, JICCENT, MARCENT, and NAVCENT personnel, and the hundreds of Coalition Forces personnel who must currently work in cramped and inefficient work environments, or are supported by such personnel. Completion of the Proposed Action would provide a state-of-the-art facility for use by USCENTCOM and our coalition partners. Enhancement of these facilities would improve the operational efficiency and effectiveness of USCENTCOM's mission.

In addition to providing a state-of-the-art facility addition, MacDill wishes to upgrade the existing facility to meet current code, policy, and force protection guidelines. The existing HQ USCENTCOM facility (Building 540) and the temporary on-site facilities do not meet these objectives. The existing HQ USCENTCOM facility has shortcomings related to space requirements and building deterioration.

1.4 SCOPE OF THE ENVIRONMENTAL REVIEW

This EA examines the potential for impacts to the environment resulting from the proposed military construction (MILCON), which includes construction of the addition to the HQ USCENTCOM building, the JICCENT building and parking garage, the MARCENT/NAVCENT facility, the Coalition Village facility, and construction of several ancillary buildings to meet mission needs. This EA also examines the removal of parking areas, demolition of Buildings 95 (an underground water storage reservoir tank), 529 (CENTCOM Warehouse), 530 (CENTCOM Latrine), 531 (CENTCOM Administrative), 535 and 546 (MARCENT/NAVCENT facilities), 536 (SOCOM warehouse), 537 (Administrative building), 538 (open Pavilion), 543 (mechanical building), 927 and 928 (pump houses) and 1050 (Vehicle Maintenance Shop) at MacDill AFB, Florida (Figure 1-1). The proposed construction and demolition actions would be implemented under several different MILCON projects over a period of years, but are evaluated collectively to avoid segmentation and accurately evaluate the potential impact to the environment.

This environmental analysis has been conducted in accordance with the President's Council on Environmental Quality (CEQ) regulations, Title 40 of the Code of Federal Regulations (CFR)

§§1500-1508, as they implement the requirements of the National Environmental Policy Act (NEPA) of 1969, 42 U.S.C. §4321, et seq., as well as the Air Force directive for adherence to NEPA implemented in 32 CFR Part 989, *Environmental Impact Analysis Process* (EIAP).

The Federal Coastal Zone Management Act (CZMA) requires Federal agencies carrying out activities subject to the Act to provide a “consistency determination” to the relevant state agency. The Air Force’s Consistency Determination is contained in the Consistency Statement in Appendix B. This EA, including the Air Force’s Consistency Statement, was submitted to the Florida State Clearinghouse for a multi-agency review. The Florida Department of Community Affairs, with input from state and county agencies, determined that the Proposed Action is consistent with the Florida Coastal Management Program (Appendix C).

2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

2.1 DETAILED DESCRIPTION OF THE PROPOSED ACTION

2.1.1 Background

Land on the southern tip of the Interbay Peninsula was selected for an army airbase in 1939, and MacDill AFB became an airbase in 1941. The HQ USCENTCOM facility (Building 540) was constructed in 1982. Since that time, the building has been modified, with the most recent of the additions to the building completed in 1991. The USCENTCOM facility is located near the northeastern border of the base, within an area identified herein as the USCENTCOM Headquarters Complex. The USCENTCOM Headquarters Complex is considered to be the nearly 40 acres of land bounded along the north and east by North Boundary Boulevard, along the south by Zemke Avenue, and on the west by MacDill Avenue (Figure 2-1). The USCENTCOM Headquarters Complex is readily accessible from off-base by the nearby Bayshore Boulevard and MacDill gates; the Dale Mabry Gate is located approximately ¾-mile to the west.

The existing facility (Building 540) is currently out-dated, undersized, and substandard. As the mission of USCENTCOM has expanded over the years, there has been an increased need for space. Attempts have been made to augment the existing space by placing US and Coalition Forces personnel in temporary trailers, as well as within available nearby buildings.

Prior to the September 11, 2001 terrorist attacks, approximately 360 personnel of USCENTCOM were located in nearby buildings and available space. As USCENTCOM's mission expanded, the number of personnel at the facility has increased significantly, and is expected to continue to increase by the projected addition of 300 personnel in the near future.

2.1.2 Proposed Action

The proposed action includes significant redesign and modification of the layout of the USCENTCOM area, including the completion of a HQ USCENTCOM building addition, the construction of Coalition Village, the construction of a JICCEN building, construction of MARCENT and NAVCENT building, construction of several ancillary buildings for expansion, and the completion of a multi-story parking garage. The project also includes demolition of the following facilities/structures: 95, 529, 530, 531, 535, 536, 537, 538, 543, 546 and 1050. Buildings 927 and 928, associated with the base's water supply, would also be demolished and then replaced with like structures (Figure 2-1). All SCIFs and the recently placed J-2 trailer would be removed. The buildings' associated parking lots, curbing, sidewalks, etc. would be demolished, and the area re-vegetated. The location of the proposed JICCEN building is currently covered with a parking lot and landscaped areas, the proposed parking garage is covered with a portion of Building 1050 and a temporary parking lot, and the proposed NAVCENT/MARCENT facility is mostly underlain by landscaped areas. The proposed ancillary buildings are underlain by asphalt parking and Building 538. Land within the complex is currently designated for administrative use.

The Proposed Action includes the construction of an approximately 45,000 square foot (in plan) reinforced concrete and structural steel, three-story addition to Building 540. This building addition would provide up to 135,000 square feet of usable floor space (Figure 2-2). Storage and non-administrative functions would be located on the first floor. All other functions, including the Command Operations Center, and critical communication equipment would be located above the first floor for protection from severe storm and tidal surges (hurricanes). The building addition would include the installation of emergency power generators and above ground fuel storage tanks to provide back-up power. Concurrent upgrades to the HVAC system, lighting, and interior layout improvements to the rest of Building 540 would be also be accomplished as part of the Proposed Action.

The Proposed Action also includes a multi-story reinforced concrete and structural steel JICCEN facility. The first floor of the JICCEN facility would cover approximately 85,000 square-feet, which would include an approximately 15,000 square-foot auditorium wing. The entire JICCEN building would provide about 280,000 square feet of useable space on four floors. A two-story concrete and steel parking garage would be constructed to the west of the JICCEN building. The garage would be constructed in two phases, and, upon completion, provide secure storage for up to 900 vehicles.

Proposed construction at the USCENCOM Headquarters Complex also includes an approximately 40,000 square foot (in plan) concrete and steel, multi-story building, known as Coalition Village, which would provide approximately 80,000 square feet of usable floor space.

The MARCENT and NAVCENT operations would be combined into a single-story, concrete and steel structure, covering up to 25,000 square feet (in plan).

The areas surrounding these structures would be landscaped. A network of sidewalks would be constructed connecting the existing HQ USCENCOM facility (Building 540) with all of the proposed construction within the complex.

A limited access roadway (Sea Swallow Avenue) extends eastward off of MacDill Avenue, and currently terminates near Building 540. This roadway would be modified and extended northeasterly to a service area at the northern end of the existing HQ USCENCOM building. An access road extends northeast from Zemke Avenue, and to the main entrance of the existing USCENCOM facility. Several relatively small parking lots for senior staff and VIPs would also be constructed near these facilities. Manned gatehouses would be constructed near each of these entrances to assure that only authorized vehicles enter the area generally bounded by North/South Boundary Boulevard along the north and east sides, and by MacDill and Zemke Avenues along the west and south, effectively limiting vehicular access to the USCENCOM Headquarters Complex.

The existing USCENCOM area is surrounded by a permanent, hardened-steel barrier line constructed for force protection considerations. Currently, an existing parking lot is located approximately 500 feet southwest of Building 540, and a new parking lot has been constructed south of Zemke Avenue, just south of the USCENCOM complex. For security reasons, staff

and visitor parking would be restricted to the proposed parking garage, which would be set-back from operations buildings within the complex. Access to the service areas and senior staff/VIP parking area at the main entrance to HQ CENTCOM would require passing through one of the manned security gates.

The Proposed Action includes construction of an approximately 10,000 square foot (in plan) concrete and steel, single-story building on open land located to the west of the USCENCOM Headquarters Complex, along Great Egret Drive. The existing Civil Engineering (CE) Maintenance Facility lies within the USCENCOM area and is not compatible with USCENCOM's development plans. The new facility would replace the CE Maintenance Facility that would be demolished for construction of the JICCENT facility.

The Proposed Action also includes the removal of all of the SCIFs, the USCENCOM J-2 trailer, the USCENCOM parking lot, and the paved parking lots surrounding Buildings 529 through 531, 535 through 538, and 546. These buildings, located within the southeastern portion of the CENTCOM area, are currently utilized for MARCENT and NAVCENT personnel.

The new construction and new parking areas would be designed to manage storm water, expanding the existing storm water retention area at the complex, or by the construction of permitted storm water retention areas designed to meet the State of Florida storm water requirements.

Construction of permanent parking lots would include permanent asphalt surface, curbing, striping, and storm water treatment/attenuation areas. Construction of the roadway and the parking lot would require application for a project-specific storm water management permit from the Southwest Florida Water Management District.

The Proposed Action also includes the demolition of Buildings 95, 529, 530, 531, 535, 536, 537, 538, 543, 546, 927, 928, and 1050, and their associated pavement, curbing, sidewalks, etc. Due to the strategic nature of their assigned responsibilities, USCENCOM mission objectives cannot be compromised, even for the shortest periods of time. Therefore, implementation of the Proposed Action would, out of necessity, be completed in several phases, and under several MILCON projects. In many cases, such phasing would allow for the complete construction of

new facilities and installation of support command and control systems prior to the transfer of personnel from their existing operational locations, or the demolition of certain buildings.

2.2 DESCRIPTION OF ALTERNATIVE ACTIONS

The alternative action considered for further evaluation focused upon the leasing of temporary trailers to accommodate additional space needed to augment USCENTCOM operations. The alternatives retained for further evaluation are identified as the Lease of Temporary Trailers Alternative, and the No Action Alternative.

2.2.1 Lease of Temporary Trailers Alternative

The Lease of Temporary Trailers Alternative would include the leasing of additional trailers (SCIFs) on available open spaces, both open and paved areas within the USCENTCOM Headquarters Complex, to accommodate existing and incoming USCENTCOM and Coalition Forces personnel.

This alternative provides the net increase in floor space needed to accommodate existing short-term space shortcomings, as well as the addition of new staff. However, implementation of this alternative would result in the cost of leasing the trailers. Also, trailers are not rated to withstand hurricane force winds to which the base may be subjected, and temporary trailers would not locate sensitive equipment at higher floors, as would be the case with the Proposed Action.

This alternative does not include the removal of the majority of the structures or any of the paved parking areas from within the USCENTCOM Headquarters Complex. However, as with the Proposed Action, certain upgrades to the interior and HVAC systems of Building 540 would be completed. In addition, as available space within the USCENTCOM Headquarters Complex is nearly exhausted, this alternative could include demolition of Building 1050 to provide space for additional trailers around Building 540.

In addition to the above cost considerations, this alternative does not include any significant force protection improvements, nor does it provide for the objective of providing a state-of-the-art facility that would increase mission effectiveness and efficiency.

2.3 DESCRIPTION OF THE NO ACTION ALTERNATIVE

Under the No Action Alternative, no new HQ USCENTCOM addition or other facilities would be constructed and the existing USCENTCOM facility would continue to be used. If this alternative were implemented, some building improvements would still be required for Building 540. These modifications include upgrades to the HVAC and electrical systems, and improvements to the backup electrical generating system, as these systems are substandard, and failures could disrupt the command and control operations of USCENTCOM. Under this alternative, US Central Command would continue to be hampered by logistical inefficiencies.

This alternative also does not include the removal of any of the paved parking areas from within the USCENTCOM Headquarters Complex.

2.4 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER STUDY

Other alternatives were initially considered but eliminated from further study as part of this EA. During preliminary design stages of this project, a site visit was conducted by Air Mobility Command's Force Protection Team and the Military Traffic Management Command. At that time, these teams considered several options, but decided the Proposed Action best met force protection requirements. Alternative actions initially considered included use of existing off-base facilities to house additional USCENTCOM and Coalition Forces personnel. Although sufficient off-base facilities were available, this alternative was logistically impractical and did not meet current force protection requirements. Another alternative considered was relocation of the USCENTCOM organization to a base with a sufficiently size facility. This alternative was considered feasible but impractical due to the anticipated costs associated with relocating personnel and equipment, and securing base operations support and housing. In addition, the current synergy that exists with the US Special Operations Command (USSOCOM) and other joint tenant organizations would be lost. Construction of a new, larger USCENTCOM Complex at an alternate location on MacDill AFB was also considered but determined to be impractical from a cost standpoint.

2.5 COMPARISON OF ENVIRONMENTAL EFFECTS OF THE PROPOSED ACTION AND ALTERNATIVES

Table 2.1 (in Appendices) is a summary of the potential environmental impacts of the Proposed Action, the Lease of Temporary Trailers Alternative, and the No Action Alternative.

3.0 AFFECTED ENVIRONMENT

This section describes the characteristics of the existing natural and man-made environment that could be affected by the Proposed Action, the Lease of Temporary Trailers Alternative, and the No Action Alternative. This section establishes the basis for assessing impacts of the alternatives on the affected environment provided in Section 4.0.

3.1 AIR QUALITY

The Clean Air Act (CAA), as amended in 1977 and 1990, provides the basis for regulating air pollution to the atmosphere. The United States Environmental Protection Agency (USEPA) set air quality standards for six “criteria” pollutants: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), sulfur oxides (SO_x), measured as sulfur dioxide (SO₂), lead (Pb), and particulate matter with an aerodynamic diameter less than or equal to 10 micrometers (PM₁₀). These standards are the cornerstone of the CAA. Although not directly enforceable, they are the benchmark for the establishment of emission limitations by the states for the pollutants USEPA determines may endanger public health or welfare.

The Environmental Protection Commission (EPC) of Hillsborough County is responsible for issuing and enforcing the CAA Title V Air Operation Permit (Permit No. 0570141-001-AV issued 21 Oct 99) for MacDill AFB. The 1998 air emission inventory at MacDill AFB found the installation is a major source of nitrogen oxides with potential emissions of 184 tons per year.

The USEPA tracks compliance with the air quality standards through designation of a particular region as “attainment” or “non-attainment.” MacDill AFB is located in Hillsborough County within the West Central Florida Intrastate Air Quality Control Region (AQCR). Hillsborough County currently meets the EPA air quality standards for all criteria pollutants (60 FR 62748,

December 7, 1995). The county was formerly non-attainment for ozone, but is currently in maintenance of attainment.

3.2 NOISE

The meaning of noise for this analysis is undesirable sound that interferes with speech communication and hearing, or is otherwise annoying (unwanted sound). In June 1980, the Federal Interagency Committee on Urban Noise published guidelines (FICUN 1980) relating day-night average sound level (DNL) values to compatible land uses. Most Federal agencies have identified 65 decibels (dB) DNL as a criterion that protects those most affected by noise and that can often be achieved on a practical basis. The Air Installation Compatible Use Zone (AICUZ) Study (1998) plotted the day-night average sound level (DNL) from 65 to 80 dB for a typical busy day at MacDill. The DNL contours reflect the aircraft operations at MacDill AFB. The DNL 65 dB contour covers the main runway, and extends about one mile southwest over Tampa Bay, and about 1 ½ miles northeast over Hillsborough Bay. A second, smaller DNL 65 dB contour is centered near the southeastern end of the inactive runway (taxiway).

The off-base extension of the easternmost 65 dB contour from the runway is the nearest noise contour to the proposed HQ USCENTCOM addition and Coalition Village. The Proposed Action is more than 1,500 feet outside the current 65 dB contour.

3.3 WASTES, HAZARDOUS MATERIALS, AND STORED FUEL

Hazardous wastes generated at MacDill AFB include solvents, fuels, lubricants, stripping materials, used oils, waste paint-related materials, and other miscellaneous wastes. The responsibility for managing hazardous waste lies with the generating organization and 6th CES/CEV. Wastes come from approximately 50 locations throughout the base and are managed at satellite accumulation points base-wide.

Approximately 105 operations base-wide use hazardous materials. Hazardous materials on-base include various organic solvents, chlorine, freon, paints, thinners, oils, lubricants, compressed gases, pesticides, herbicides, nitrates, and chromates. A detailed tracking and accounting system

is in place to identify potentially hazardous materials and to ensure that base organizations are approved to use specific hazardous materials.

The base receives jet fuel (JP-8) at the Defense Fuel Supply Point (DFSP) by pipeline from Port Tampa. JP-8 storage capacity at DFSP and MacDill AFB is over 7 ½ million gallons. Diesel, gasoline and heating oil are stored throughout MacDill in small to medium-sized Underground Storage Tanks (USTs) and Aboveground Storage Tanks (ASTs) ranging in size from 50 to 12,000 gallons, including one 2,500-gallon AST, and one 6,000-gallon emergency generator AST servicing Building 540.

The USCENTCOM area is located above two active hazardous waste clean-up site, Solid Waste Management Units (SWMU) 61 and SWMU-35. SWMU-61 is a dilute chlorinated solvent groundwater plume that extends from an area southwest of USCENTCOM and flows beneath the USCENTCOM toward the bay. There is no soil, sediment, or surface water contamination associated with SWMU-61. SWMU-35 consists to 21 oil/water separators and one hazardous waste accumulation point at various locations around the base. One oil/water separator is located at Building 1050 within the USCENTCOM area. The oil/water separator sites have soil and groundwater contamination.

All generated waste water is treated at the base's waste water treatment plant. The plant is permitted to treat a volume of 1.2 million gallons per day (mgd). Currently, the plant operates at an average of approximately 0.6 mgd. All treated waste water is currently reused on-base by reclamation, principally through spray application at the golf course located at the southeast quadrant of the base.

3.4 WATER RESOURCES

Surface water flows at the base are primarily from storm water runoff. Most of the base drains toward the southern tip of the Interbay Peninsula; however, the easternmost section of the base drains toward Hillsborough Bay.

The USEPA issued a National Pollutant Discharge Elimination System (NPDES) multi-sector storm water general permit (No. FLR05B679) to MacDill AFB in July 2003. This permit authorizes the discharge of storm water associated with industrial activity. In accordance with 40

CFR 112, the base has developed a Spill Prevention Control and Countermeasures (SPCC) Plan and a Facility Response Plan given the location of the base adjacent to navigable waters and shorelines, as well as the amount of fuel storage capacity existing on site.

3.5 FLOODPLAINS

According to information provided by the Federal Emergency Management Agency (FEMA Maps dated 1982-1991), 80 percent of the base is within the 100-year floodplain (Figure 3-1). The maps indicate that most of the residential, industrial, and institutional land uses on the base are within the 100-year floodplain, along with most of the commercial and aviation support areas. The majority of the 20 percent of land that is above the floodplain is designated for airfield operations.

Executive Order (EO) 11988, *Floodplain Management*, requires each agency to evaluate the potential effects of any action it may take in a floodplain. The objective of EO 11988 is to avoid to the extent practicable the long and short-term adverse impacts associated with the occupancy and modification of floodplain development wherever there is a practicable alternative. To comply with EO 11988, the Air Force must consider alternatives to avoid adverse effects and incompatible development in the floodplain, and when no practicable alternative exists, design the action to minimize the potential harm to the floodplain.

The proposed construction at the USCENTCOM Headquarters Complex would be located within the 100-year floodplain (Figure 3-1). All unimproved portions of the complex lie at an elevation of less than 10 feet above mean sea level (MSL).

3.6 TRANSPORTATION SYSTEMS

MacDill AFB is served by five operating gates at Dale Mabry Highway, Bayshore Boulevard, MacDill Avenue, Manhattan Avenue, and Interbay Boulevard. The Dale Mabry, MacDill, and Bayshore gates are used for government and personal vehicles (commuter traffic). The Manhattan Gate is used as the large vehicle (contractor trucks, deliver vehicles, RVs) entry point. Large vehicles are inspected and their credentials and destination are confirmed before entering the base. The Interbay gate is used for smaller contractor vehicles (pick-ups, SUVs, cars). The

Interbay gate will become the entry point for larger vehicles once construction of the vehicle inspections stations is complete. At that time, the Manhattan gate will be permanently closed.

The transportation system on base consists of arterials, collectors, and local streets that connect with the off-base network through the gates. On-base arterial facilities include North and South Boundary Boulevards, Bayshore Boulevard, Marina Bay Drive, and Tampa Point Boulevard. The 1998 traffic study determined that service levels for traffic on base are generally acceptable.

3.7 SAFETY AND OCCUPATIONAL HEALTH

The MacDill AFB Asbestos Management Plan identifies procedures for management and abatement of asbestos. No asbestos surveys have been completed at the existing USCENTCOM Headquarters Complex. However, prior to renovation or demolition activities, asbestos sampling is performed and, if present, the asbestos is removed in accordance with applicable Federal and state regulations.

To date, only one limited lead-based paint survey has been completed at any of the buildings within the USCENTCOM Headquarters Complex. In 1996, 12 paint chip samples from Building 1050 were analyzed for lead content; all of the samples contained some lead, but only one of the samples contained lead in concentrations above the 0.5 percent action level set forth by the US Department of Housing & Urban Development (HUD).

The Base Engineer assumes that all structures constructed prior to 1978 possibly contain lead-based paint (LBP). Prior to demolition, thorough LBP surveys of each of the proposed buildings to be demolished would be completed. To the extent required, LBP abatement would be accomplished in accordance with applicable Federal and State regulations, and base procedures, prior to demolition activities to prevent any health hazards.

3.8 SOCIOECONOMIC RESOURCES

The Economic Impact Region (EIR) for MacDill AFB is the geographic area within a 50-mile radius of the base subject to significant base-related economic impacts. According to the 2002 Economic Resource Impact Statement for MacDill AFB the total economic impact of MacDill AFB on the EIR was over \$5.5 billion with over 133,000 jobs supported. Retiree income

provides a total economic impact of \$2.13 billion. The direct impact on local income produced by base expenditures is \$1.2 billion.

3.9 BIOLOGICAL RESOURCES

A detailed description of the biological resources found at MacDill AFB is provided in the *Integrated Natural Resources Management Plan* (INRMP) (USAF, 2000). MacDill's INRMP has been approved by the state and Federal fish and wildlife agencies. Land use on MacDill AFB includes urban, light industrial, residential, or improved vacant land. The few undeveloped areas within the base boundaries have all experienced some degree of disturbance, such as ditching, clearing, or the encroachment of exotic vegetation. The proposed construction at the USCENTCOM Headquarters Complex is located in a heavily developed area of the base amongst numerous other facilities and structures.

The 1998 Wetland Delineation Study identified, delineated, and classified approximately 1,195 acres of wetlands on MacDill AFB. Mangrove wetlands are the principal scrub/shrub wetland community on the base. The mangrove community at MacDill AFB has been categorized as excellent wildlife habitat and is protected by state and local regulations.

A shallow drainage feature bisects the USCENTCOM Headquarters Complex, extending from near Zemke Avenue to the south toward South Boundary Boulevard to the northeast, and is connected to Hillsborough Bay via a culvert pipe under South Boundary Boulevard. This southwest-northeast trending ditch is identified as a mangrove wetland, as water within this ditch is influenced by tides. A wet retention area which receives a portion of the storm water runoff from the USCENTCOM complex is also located approximately 100 feet to the northwest of the proposed USCENTCOM addition; this area is also identified as a wetland in the INRMP.

Wildlife species listed by Federal or state agencies as endangered, threatened, or of special concern and known to occur permanently or periodically, or have the potential to occur on the base are shown in Table 3.9 (back of text). In 2004, the *Endangered Species Survey of MacDill AFB* identified the general locations of protected species at MacDill AFB.

The report does not identify any protected species in the vicinity of the proposed construction at the USCENTCOM Headquarters Complex (USAF, 2004).

3.10 CULTURAL RESOURCES

MacDill's prehistoric cultural resources include five archaeological sites located on the base. Two of the sites, Site 8HI3382 (Runway) and portions of site 8HI50 (Gadsden Point) have been determined by the State Historic Preservation Officer (SHPO) to be eligible for listing in the National Register of Historic Places (NRHP). There are no archeological sites identified in the vicinity of the proposed construction at the USCENCOM Headquarters Complex.

Construction of MacDill AFB began in November 1939, and many of the structures related to the early missions remain on base today. These facilities are generally located within two historic districts, one along Hangar Loop Drive and the second on Staff Circle. Both of these districts are eligible for listing in the National Register. The Proposed Action is not located in either of the historic districts.

Although outside the historic districts, Buildings 927 and 928, completed in 1942, are among a group of buildings constructed during the early days on MacDill AFB. Both are wood built buildings housing water pumping equipment, and are among the few remaining wood structures at the base. Most of the original pipes, valves, motors have been replaced and the buildings are relatively isolated from others located in the MacDill Field Historic District. At the time of demolition, these buildings would be about 65 years old.

Building 1050 is an approximately 10,000 square foot concrete and steel structure that has been used for vehicle maintenance since its construction. This building was associated with the African-American troops stationed at MacDill during World War II, but does not lie within either of the historic districts. The building was completed in 1944; however, several modifications, including changes in the roofing and siding have subsequently been completed. This building would be approximately 63 years in age at the planned time of demolition.

Facility 95, constructed in 1952, is an underground water storage reservoir (tank). This structure would be approximately 55 years old at the time of demolition. This structure is located below

ground and is not visible from the land surface. Additionally, the storage tank does not have any architectural features. The storage tank is not located within either of the historic districts.

Building 529, 530 and 531 are identified as the CENTCOM Warehouse, Latrine and Administrative buildings, respectively. These concrete and steel buildings range from 2,716 to 4,000 square feet in area. Buildings 535 and 546 are identified as part of the MARCENT/NAVCENT facility, covers approximately 15,000 square feet. Building 536 is the SOCOM warehouse also constructed of concrete and steel. Facility 538 is an open steel-framed pavilion. All of these structures were completed in 1992 and none of the structures are located in or near either of the historic districts.

Building 543 is a concrete and steel mechanical building of approximately 3,000 square feet constructed in 1995. This building is not located in or near either of the historic districts.

3.11 LAND USE

Land use at MacDill AFB includes airfield, industrial, commercial, institutional (educational & medical), residential, recreational, and vacant land. The proposed construction locations within the headquarters complex are currently designated as administrative land.

3.12 AIRSPACE AND AIRFIELD OPERATIONS

The airspace region of influence includes the airspace within a 20-nautical-mile radius of MacDill AFB from the ground surface up to 10,000 feet above MSL. No special use airspace exists within the region. MacDill AFB has a bird-aircraft strike hazard plan. It provides guidance for reducing the incidents of bird strikes in and around areas where flying operations occur.

4.0 ENVIRONMENTAL CONSEQUENCES

The effects of the Proposed Action and alternatives on the affected environment are discussed in this section.

4.1 AIR QUALITY

4.1.1 Proposed Action

Air quality impacts would occur during construction at the HQ USCENCOM addition, JICCEN, MARCEN, NAVCEN, Coalition Village, and the demolition of existing buildings within the complex; however, these air quality impacts would be minor and temporary.

Fugitive dust (suspended and PM₁₀ particulate matter) and construction vehicle exhaust emissions would be generated during construction. Dust generated by equipment and construction activities would fall rapidly within a short distance from the source. If required, areas of exposed soil could be sprayed with water daily to suppress dust.

The anticipated pollutant emissions for the Proposed Action have been calculated given the general size and scope of the project. These estimates are presented in Appendix D and summarized in Table 4.1.1.

Table 4.1.1 Proposed Action Estimated Air Emissions at MacDill AFB

Pollutant	Proposed Action Annual Emissions (tpy)	Hillsborough County Emissions Inventory^a (tpy)	Net Change (%)	<i>De minimis</i> Values^c (tpy)	Above/ Below <i>De</i> <i>minimis</i>
CO	31.53	19,272	0.16	100	Below
VOC	10.79	27,703	0.04	100	Below
NO _x	36.57	82,563	0.04	100	Below
SO _x	1.82	NA	--	100	Below
PM ₁₀ ^b	3.05	NA	--	100	Below
Pb	--	53	--	25	--

^a Based on stationary permitted emissions presented in 1997 Ozone Emissions Inventory, EPC.

^b PM₁₀ estimated as 50 percent of the 1990 tpy reported for TSP

^c Source: 40 CFR 93.153, November 30, 1993

tpy Tons per year

% Percent

4.1.2 Lease of Temporary Trailers Alternative

This alternative involves the leasing and utilizing temporary trailers. Conventional construction activities are not required for the placement of trailers; therefore, the potential for affecting air quality would not exist.

4.1.3 No Action Alternative

Because the status quo would be maintained, there would be no impacts to air quality under the No Action Alternative.

4.1.4 Cumulative Air Quality Impacts

Other projects are proposed for construction on MacDill AFB during the 6-year period needed to complete the construction at the USCENTCOM Headquarters Complex. None of these projects are immediately adjacent to the proposed project site; however, they have been included in the cumulative emissions analysis since they are located on MacDill AFB. Table 4A in Appendix D summarizes the air emissions for each of these projects. Tables 4B through 4H in Appendix D provide the cumulative annual air emissions for each project for Fiscal Years (FY) 2005 through 2011, respectively. As Tables 4B through 4H demonstrate, the cumulative annual emission estimates fall below the *de minimus* level of 100 tons per year for all five pollutants evaluated.

4.2 NOISE

4.2.1 Proposed Action

The closest noise sensitive receptors in the vicinity of the Proposed Action include the occupants of the existing USCENTCOM complex, including those in the temporary SCIFs. The nearest potential receptors beyond the USCENTCOM Headquarters Complex are Buildings 1051 and 1053; located approximately 500 feet to the southwest. The nearest potential receptors to the proposed CE Maintenance Facility are the occupants of Building 1079, located approximately 200 feet to the north.

The adjacent receptors would probably experience noise impacts from construction and/or construction-related vehicles. The magnitude of these impacts would be directly tied to the

proximity of the occupied facility to the construction or demolition site. In addition, the impacts vary according to the activity occurring on any particular day, and impacts would cease when construction is completed. Based on a cumulative average demolition and construction noise level of approximately 85 dB at 50 feet from the center of the project site (depending upon the current stage of the project), occupants of these nearby buildings would be negatively impacted.

Under the Proposed Action, potential noise impacts would occur during the construction and demolition activities. However, these impacts are temporary and considered minor.

4.2.2 Lease of Temporary Trailers Alternative

This alternative involves the leasing and utilizing temporary trailers. Significant construction activities are not required; only relatively minor short-term noise impacts would occur, caused by the minor renovation activities associated with facilities improvements that would be completed at Building 540. If demolition of Building 1050 is required, the impacts would be similar to those described in the Proposed Action.

4.2.3 No Action Alternative

Under the No Action Alternative, only relatively minor short-term noise impacts would occur, caused by the minor renovation activities associated with facilities improvements that would be completed at Building 540.

4.3 WASTES, HAZARDOUS MATERIAL, AND STORED FUEL

4.3.1 Proposed Action

An increase in the generation of solid waste would occur during and subsequent to construction activities for the Proposed Action. The base has sufficient resources to manage the temporary increase in solid waste, and the local landfills have sufficient capacity to accept the additional materials.

The construction of numerous restroom facilities, showers, and/or other facilities is included in the Proposed Action. Implementation of the Proposed Action would result in a modest increase in the total volume of waste water to the base sanitary sewer system, as the number of

USCENTCOM personnel would increase. However, the anticipated increase in waste water from the increase in staff of approximately 300 is insignificant in relation to the total volume of waste water generated at the base. In addition, during project design, a determination would be made as to the need to upgrade the capabilities of the sanitary sewer lift station servicing the area of the proposed HQ USCENTCOM addition and Coalition Village. Any necessary upgrades will be completed separate from the Proposed Action.

Hazardous wastes/materials, such as paint, adhesives, and solvents, may be on site during the construction work for the Proposed Action. All construction related hazardous wastes/materials, including petroleum products, would be removed and disposed of according to base procedures, as well as applicable State and Federal regulations. No impacts from hazardous materials or waste are anticipated from completion of the project.

The site selected for construction within the USCENTCOM Headquarters Complex detailed under the Proposed Action is located within two hazardous waste clean-up sites SWMU 61 and SWMU 35.

The IRP site known as the Chlorinated Solvent Plume (SWMU 61) originates from the southwest and extends under the southern portion of the USCENTCOM complex. This SWMU covers more than 100 acres in area. The primary contaminants of potential concern for the groundwater are chlorinated Volatile Organic Compounds (VOCs), arsenic and other petroleum constituents. Through previous investigations of Pumphouse 77 in 1993-1994, and of the AGE Building Vinyl Chloride area (SWMU-29) in 1994, the initial presence of chlorinated solvents was confirmed. SWMU 29 was formally incorporated in SWMU 61 investigations in January 1998. The source of the chlorinated VOCs, including trichloroethylene (TCE), 1,2-dichloroethylene (DCE), 1,2-dichloroethane (DCA), and vinyl chloride has not yet been determined. A treatability study, in support of a Corrective Measure Study, was completed in February 2003. A Groundwater Flow Modeling Report was submitted in March 2003. A Corrective Measure Study is to be completed following the review and approval of a Treatability Study Report submitted in 2004.

The IRP site known as SWMU 35 is located at the northeast quadrant of the Base, and Building 1050/OWS 27 (oil/water separator) to the east and the north of Building 1050 is part of SWMU 35. This portion of the SWMU covers less than one acre. SWMU 35 is composed of a number of

oil-water separators, and the primary chemicals of concern are semi-volatile organics and heavier petroleum products resulting from a release. A Remedial Action Plan (RAP) for this facility will be prepared with the other SWMU 35 sites that proceed to a RAP.

Implementation of the Proposed Action creates the potential for encountering contaminated media known to be present in the vicinity of the existing USCENTCOM Headquarters Complex. Consequently, the construction contractor would be required to prepare a site-specific health and safety plan that meets the requirements of 29 CFR 1910.120(b)(4), and this Plan must be reviewed and approved by Bioenvironmental Engineering Flight and the ERP Manager. In addition, during excavation or soil removal activities at the site, the construction contractor must use workers that have received 40-hour Hazardous Waste Operator training with an 8-hour annual refresher in accordance with 29 CFR 1910.120.

If contaminated media are encountered during construction work around the proposed USCENTCOM addition and Coalition Village, the MacDill ERP Manager would be contacted to insure that the material is managed in accordance with ERP guidelines. Based on these conditions, the Proposed Action should not represent a significant impact on the management and disposal of hazardous material or waste.

It is anticipated the construction of JICCEN, Coalition Village, and other facilities would include the installation of diesel-powered emergency generators, and associated ASTs with a capacity of 6,000 to 10,000-gallons each. In addition, the construction of the HQ USCENTCOM addition may likely include upgrades to the existing emergency generator systems, including the installation of newer and larger ASTs. Therefore, the Proposed Action would have relatively minor increase in the stored fuels management.

4.3.2 Lease of Temporary Trailers Alternative

This alternative involves the leasing of temporary trailers to house USCENTCOM personnel. As with the Proposed Action, a modest increase in the volume of waste water and solid waste generated would occur, as a result of the increase in staff. However, like the Proposed Action, the waste water treatment facility and local landfills have sufficient capabilities to manage such

increases. Implementation of this alternative would have no impact upon stored fuels or hazardous waste management or disposal.

4.3.3 No Action Alternative

Under the No Action Alternative, the volume of waste water and solid waste generated would not change, as the status quo would be maintained.

4.4 WATER RESOURCES

4.4.1 Proposed Action

Some soil erosion would occur during construction and demolition activities; however, implementation of a sediment and erosion control plan, including use of Best Management Practices (BMPs) such as silt fencing and hay bales, would dramatically reduce erosion and avoid potential storm water violations.

The project would also involve demolition activities of several buildings, including the removal and replacement of the underground water tank, Building 1050, and the removal of numerous storm water drainage features from the existing parking lots. Storm water from a portion of the USCENTCOM complex is connected to the adjacent retention area; however, much of the storm water from the complex is directed to ditches that drain to Hillsborough Bay. Upon completion of the Proposed Action, storm water from impervious areas would be routed to the on-site storm water retention pond located northwest of the USCENTCOM Headquarters Complex. Therefore, a long-term, positive impact to surface waters would result.

Under the Proposed Action, there are no direct or indirect discharges to groundwater. The new impervious surfaces resulting from the construction of the HQ USCENTCOM Addition, JICCEN facility, Coalition Village facility, and the CE Maintenance Facility would be more than off-set by the demolition of Building 1050, the removal of more than five acres of paved parking along the southwestern side of Building 540, and the removal of about three acres of paved parking near the MARCENT and NAVCENT buildings, and the buildings themselves. In addition, storm water management for the new parking areas, buildings, and other impervious surfaces would be addressed with permitted storm water treatment/attenuation areas that meet

State of Florida storm water management requirements. Implementation of the proposed action would include expansion of the existing pond within the northwest corner of the existing USCENTCOM Headquarters Complex, and construction of any additional storm water management structures determined to be necessary as a result of engineering evaluations completed prior to construction.

Implementation of the Proposed Action would result in an increase in the number of USCENTCOM and coalition staff by approximately 300. As a result, increases in potable water usage would occur. The potable water infrastructure is capable of accepting the increase in personnel. These increases are considered minor in the context of the more than 7,000 civilian and military personnel, resident dependants, and visitors that work or visit MacDill every day.

4.4.2 Lease of Temporary Trailers Alternative

No soil erosion would occur under this alternative.

Under this alternative, there would be no direct or indirect discharges to groundwater. Installation of additional trailers, placed on existing paved areas, would not affect the storm water drainage or retention in the area from its current condition.

Implementation of this alternative would involve an increase in the number of USCENTCOM and coalition staff. As a result, minor increases in potable water usage would occur. These increases are considered minor in the context of the total number of staff, military personnel, resident dependents, and visitors base-wide on a given day.

4.4.3 No Action Alternative

The No Action Alternative would not construct or modify any of the drainage structures around the existing USCENTCOM facility; therefore, would not result in significant impacts to groundwater. As the status quo would be maintained, no increases in potable water usage would occur.

4.5 FLOODPLAINS

In accordance with the requirements of EO 11988, the Air Force must demonstrate that there is no practicable alternative to carrying out the Proposed Action within the floodpool or floodplain. The existing USCENCOM complex, and the proposed location of the CE Maintenance Facility are within the 100-year floodplain. As a result, implementation of the Proposed Action would involve construction and/or demolition activities in the 100-year floodplain. Consequently, impacts to the floodplain must be addressed.

4.5.1 Proposed Action

The CENTCOM area including all of the proposed construction actions associated with this Proposed Action are located within the 100-year coastal floodplain on MacDill AFB. All of the new buildings proposed for construction under the Proposed Action would be constructed above the 100-year floodplain, with finished floor elevations of at least 11.5 feet above mean sea level. The new facilities would comply with FEMA requirements and would not be subject to flooding. The first floor of the proposed parking garage may not be elevated above the floodplain; however, FEMA guidelines do not require that facilities used solely for parking be elevated or flood proofed. Implementation of the Proposed Action would generally have a minor positive impact to the floodplain, due to a modest decrease in total impervious surface that lies within the 100-year floodplain contour. This decrease would generally be a result of the elimination of much of the at-grade paved parking, to be replaced with a multi-story parking garage. The Proposed Action would decrease the total impervious surface lying within the floodplain by a few acres, more or less. This resultant increase in pervious surface would reduce the potential for runoff which causes pollutant loading on Hillsborough Bay. As such, the Proposed Action would have no impact on human safety, health, and welfare, as a result of the USCENCOM addition, JICCENT, Coalition Village, and associated structures lying within the floodplain.

4.5.2 Lease of Temporary Trailers Alternative

The principal activity of this alternative is to house USCENCOM personnel in leased trailers. As with the Proposed Action, leased trailers would be installed with finished floor elevations of at least 11.5 feet above mean sea level. No change in impervious surface would occur; therefore,

implementation of this alternative would generally have no impact to the floodplain. There would be no impact on human safety, health, and welfare, because the temporary trailers would lie within the floodplain.

4.5.3 No Action Alternative

The No Action Alternative would continue operation of the existing USCENTCOM facility. This alternative would not alter the potential for loss or damage resulting from floods or increase the impacts of floods on human safety, health and welfare. Consequently, this alternative would have no impact on floodplain values.

4.6 TRANSPORTATION SYSTEMS

4.6.1 Proposed Action

An increase in traffic in the northeast portion of the base would result during implementation of the Proposed Action, due to the increase in construction-related activities. These impacts are considered to be minor and short-term.

Upon completion, the Proposed Action would result in a minor increase in the number of vehicles entering the base, as the number of USCENTCOM personnel would increase.

4.6.2 Lease of Temporary Trailers Alternative

An increase in traffic in the northeast portion of the base would result from implementation of the Lease of Temporary Trailers Alternative, due to the increase in construction-related activities. These impacts are considered to be minor and short-term. Upon completion, implementation of this alternative would also result in a minor increase in the number of vehicles entering the base, as the number of USCENTCOM personnel would increase.

4.6.3 No Action Alternative

Implementation of the No Action Alternative would not effect on the number of vehicles entering the base.

4.7 SAFETY AND OCCUPATIONAL HEALTH

4.7.1 Proposed Action

The proposed construction activities for the project would pose safety hazards to the workers similar to those associated with typical industrial construction projects, such as falls, slips, heat stress, and machinery injuries. Construction would not involve any unique hazards and all construction methods would comply with OSHA requirements to ensure the protection of workers and the general public during construction. Diligent, but not controlling, governmental oversight of contractor activities would help assure OSHA compliance.

Based upon the age of the buildings, the demolition portion of the project may encounter ACM and LBP. Prior to initiating demolition activities, the demolition contractor shall hire a qualified independent environmental consulting firm to perform comprehensive asbestos and LBP surveys for each structure slated for demolition, and for any portion of Building 540 affected by the construction of the HQ USCENTCOM addition. Once the surveys have been completed and the hazardous materials identified, the demolition contractor shall hire a qualified environmental abatement subcontractor to remove and dispose of the ACM and LBP. The same environmental firm shall perform environmental monitoring during the abatement work in accordance with Air Force, USEPA, and other applicable environmental regulations. All waste disposal manifests shall be turned over to the government upon completion of the demolition work.

The Proposed Action would involve demolition activities near two IRP sites (SWMU-35 and SWMU-61); however, appropriate measures have been included in the project to reduce the potential for contact with contaminated media and to protect workers from exposure. None of the constituents of concern at the site represent an immediate threat to life and health. Consequently, no impacts to safety and occupational health would be incurred with implementation of the Proposed Action.

4.7.2 Lease of Temporary Trailers Alternative

This alternative would pose only minor short term safety hazards to workers because this alternative, aside from the installation of the trailers and the relatively minor upgrades to Building 540, does not involve significant construction.

4.7.3 No Action Alternative

The No Action Alternative would pose only minor short term safety hazards to workers because this alternative only includes relatively minor upgrades to Building 540.

4.8 SOCIOECONOMIC RESOURCES

4.8.1 Proposed Action

The Proposed Action would cost approximately \$280 million, based on 2005 cost estimates, and is estimated to require about six years to complete. This estimate includes approximately \$110 million to complete the JICCEN facility, one phase of the parking garage, the CE Maintenance Facility, and ancillary features; about \$150 million for the CENTCOM Addition and the second phase of the parking garage; and \$20 million for the completion of Coalition Village, MARCENT/NAVCENT facility, and their associated structures.

This action, along with the increase in staff, would result in an approximately 4 percent average annual increase (\$46 million per year on average) in the nearly \$1.2 billion of annual expenditures MacDill AFB provides to the local economy, constituting a significant short-term beneficial impact.

4.8.2 Lease of Temporary Trailers Alternative

The Lease of Temporary Trailers Alternative would cost approximately \$1 million per year, based on 2003 cost estimates, and includes the leasing costs of the existing trailers in use. This action, along with the increase in staff, would result in less than one percent increase in the nearly \$1.2 billion in annual expenditures MacDill AFB provides to the local economy, constituting a minor short-term beneficial impact.

4.8.3 No Action Alternative

Under the No Action Alternative, no, socioeconomic impacts would be incurred. The minor improvements to Building 540 would be considered typical operation and maintenance improvements. The increase in staff following implementation of this alternative would have a minor inconsequential impact on the local economy.

4.9 BIOLOGICAL RESOURCES

4.9.1 Proposed Action

Two delineated wetland areas are located within the vicinity of the Proposed Action. The shallow drainage feature bisecting the USCENTCOM Headquarters Complex, extending from near Zemke Avenue to the south toward South Boundary Boulevard to the northeast, and connected to Hillsborough Bay, would not be significantly altered; a small vehicle crossings would be needed.

The existing retention area, located approximately 100 feet to the northwest of the proposed HQ USCENTCOM addition, is a storm water management structure for nearby areas of the complex. This retention area would be expanded to accommodate additional storm water from the complex. Expansion of this existing retention area is the most practical consideration for storm water management, as it is difficult to divert significant volumes of storm water to other areas of the base, and direct discharges to the nearby bay would not be permitted.

MacDill AFB construction program practices would insure that silt fencing would be installed around the perimeter of the construction area. In addition, following the expansion of the pond, any disturbed wetland areas would be re-graded and re-vegetated with native plant species. Consequently, implementation of the Proposed Action would have no net effect on wetlands.

Table 2.1 lists the federal and state-listed species that potentially occur at the base. The USCENTCOM complex has been surveyed by the MacDill natural resources manager who determined that no threatened or endangered species or critical habitat would be impacted by implementation of the Proposed Action. Coordination with the US Fish and Wildlife Service has been completed to insure compliance with the Endangered Species Act and confirm that the project would not have adverse effects on listed species (Appendix C).

4.9.2 Lease of Temporary Trailers Alternative

The Lease of Temporary Trailers Alternative involves the installation of temporary structures and would have no impact to wetlands or other biological resources.

4.9.3 No Action Alternative

Under the No Action Alternative, no impacts to wetlands or other biological resources would occur.

4.10 CULTURAL RESOURCES

4.10.1 Proposed Action

The Proposed Action would result in impacts to cultural resources through the demolition of Buildings 927, 928, and 1050. A Historic American and Building Survey (HABS) was completed at MacDill AFB in 1994. The survey documented the condition and significant architectural aspects of all the historic buildings on MacDill AFB at that time. Level III HABS documentation was completed on all of the buildings surveyed back in 1994 included Buildings 927, 928, and 1050. The Level III HABS documentation provides an accurate recordation of the facilities and can often be used as mitigation for impacts to historic resources. In accordance with Section 106 of the *National Historic Preservation Act of 1966*, consultation with the SHPO was completed to receive the agencies opinion on impacts associated with the Proposed Action, particularly the demolition of Buildings 927, 928, and 1050. Upon their evaluation, the SHPO determined that Buildings 95, 529, 530, 531, 535, 536, 537, 538, and 546 do not appear to meet the criteria for listing in the *National Register*, consequently their demolition would not impact historic resources. Furthermore, upon reevaluation of buildings 927, 928, and 1050, the SHPO stated that these three facilities did not appear to meet the criteria for listing in the National Register and that their demolition would not affect historic properties. The October 28, 2005 letter from the SHPO is included in Appendix C of this EA. The SHPO recommends that updated Florida Master Site File forms with current archival quality photographs be completed and submitted to their office.

4.10.2 Lease of Temporary Trailers Alternative

The Lease of Temporary Trailers Alternative would result in the demolition of Building 1050. As outlined under the Proposed Action, Level III HABS documentation was completed for Building 1050. The Level III HABS documentation provides sufficient recordation of the facility and serves as mitigation. The SHPO has been contacted and concurs that the demolition would have

an adverse effect on historic resources on MacDill AFB, but the HABS documentation will sufficiently mitigate the adverse effect.

4.10.3 No Action Alternative

Under the No Action Alternative, no cultural impacts would be incurred.

4.11 OTHER ITEMS WITH NO POTENTIAL IMPACTS

In addition to the resources discussed in the previous sections, the potential impacts Airspace and Airfield Operations, land use, and to geology and soils were evaluated.

Based upon this evaluation, there are no likely potential impacts to any of these resources resulting from the implementation of the Proposed Action or any of the considered alternatives.

The Proposed Action or any of the alternatives would also not affect minority or low-income populations. There are no minority or low-income populations in the area of the Proposed Action or the alternatives; thus, there will not be disproportionately high or adverse impacts on such populations. No adverse environmental impacts would occur outside MacDill AFB. Therefore, no adverse effects on minority and low-income populations would occur with implementation of the Proposed Action, or from implementation of any of the alternatives, at MacDill AFB.

4.12 CUMULATIVE IMPACTS

As indicated in Table 2.1, the Proposed Action, when examining it as a portion of the total proposed and/or ongoing construction projects on MacDill AFB, would result in minor and beneficial cumulative impacts to wastes and stored fuels, water resources, floodplains, and socioeconomics, due to the possible installation of new ASTs at JICCEN and other facilities, a increase in amount of storm water entering retention ponds, a decrease in total impervious surface that lies within the 100-year contour, and an approximately 4 percent annual increase in the annual expenditures MacDill AFB provides to the local economy.

The Proposed Action would result in minor and adverse cumulative impacts to transportation, due to an increase in traffic from the increase in USCENCOM personnel.

When examining it as a portion of the total proposed and/or ongoing construction projects on MacDill AFB, the Proposed Action would have no cumulative impacts to air quality, noise, safety and occupational health, biological resources, geology and soils, cultural resources, environmental justice, or airspace and airfield operations, as outlined in Table 2.1 and Table 4A.

5.0 CONCLUSIONS

Based upon the analyses presented in this environmental assessment, it appears that implementation of the Proposed Action alternative would not have potentially adverse impacts on environmental resources.

6.0 PERSONS CONTACTED

Richard Burnette
MacDill Air Force Base
Installation Restoration Program
7621 Hillsborough Loop Dr.
MacDill AFB, FL 33621-5207
813-828-0776

Anthony Gennarro
MacDill Air Force Base
Installation Restoration Program
7621 Hillsborough Loop Dr.
MacDill AFB, FL 33621-5207
813-828-0764

Robert Fisher
6 CES/CECE
MacDill AFB, FL 33621
813-828-8685

Bryan Pridgen
US Fish and Wildlife Service
9549 Koger Boulevard, Suite 111
St. Petersburg, FL 33702
727-570-5398

Laura Kammerer
Division of Historical Resources
Compliance Review Section
500 S. Bronough St.
Tallahassee, FL 32399-0250
1-800-847-7278

Jasmine Raffington
FL Coastal Management Program
Florida State Clearing House
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
850-414-6568

Capt. Christopher K. Fuller
AMC/A7CA
Scott AFB, IL

Mr. Rob Rich
6 CES/CEVN
MacDill AFB, FL 33621
Voice: (813) 828-3393

7.0 LIST OF PREPARERS

Mr. Jason Kirkpatrick
6 CES/CEVN
7621 Hillsborough Loop Dr.
MacDill AFB, Florida 33621-5207
Voice: (813) 828-0459
Fax: (813) 828-2212
e-mail: jason.kirkpatrick@macdill.af.mil

Mr. R. Daniel Lewis, P.G.
ATC Associates, Inc.
5602 Thompson Center Court, Suite 405
Tampa, Florida 33634
Voice: (813) 889-8960
Fax: (813) 889-8754
e-mail: robert.lewis@atcassociates.com

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FIGURES



Reference:
MapQuest.com

Prepared/Date: SAM 11/9/05
Checked/Date: RDL 11/9/05

**Construction at US Central
MacDill Air Force Base**

**Project Location and Vicinity Map
Figure 1-1**



Reference:
USGS

Prepared/Date: SAM 11/09/05
Checked/Date: RDL 11/09/05



SCALE: 1"=265'±

Construction
Command Headq
MacDill Air I

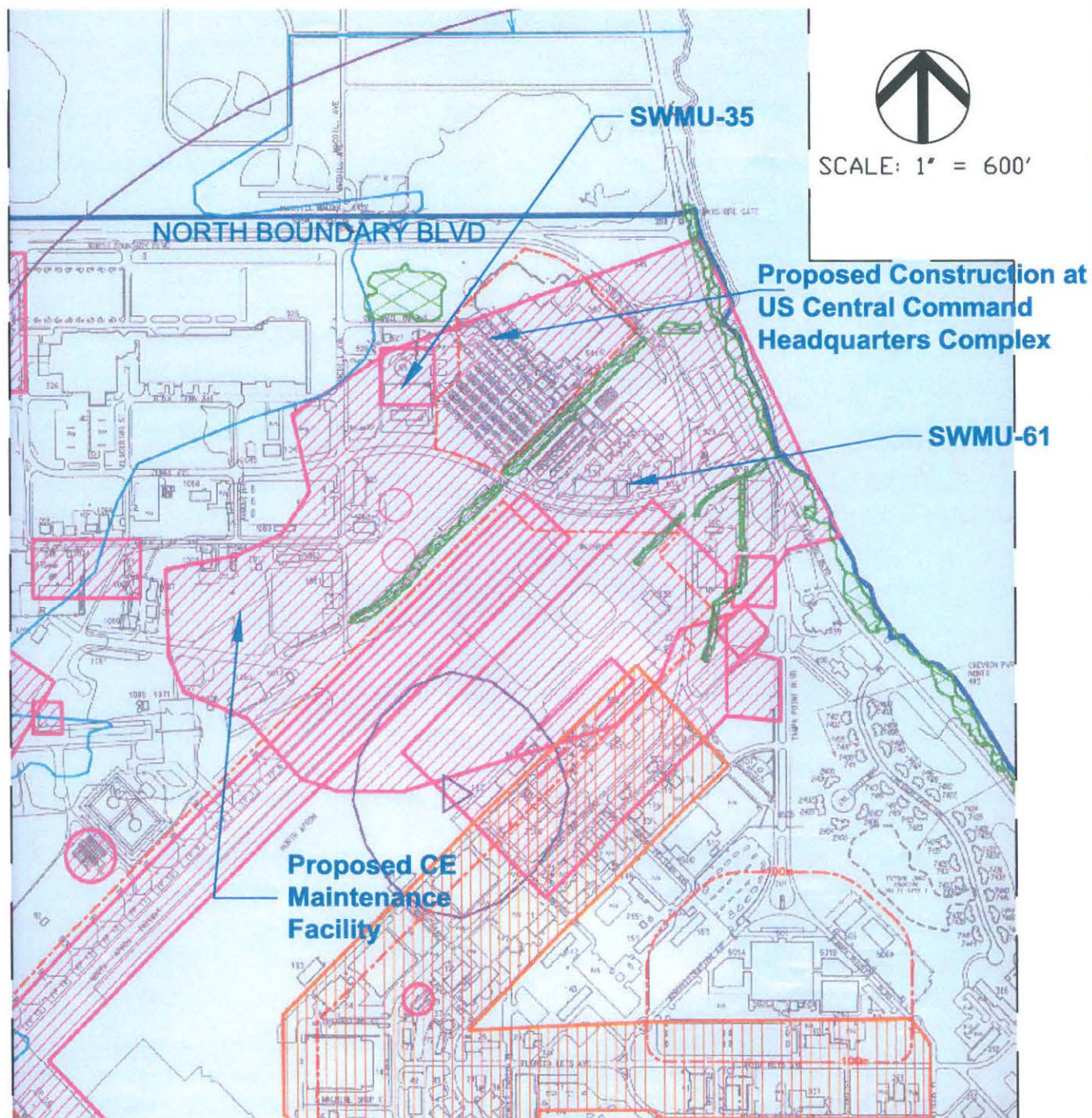


Reference:
BURNS & Mc DONNELL
CONCEP CENTCOM OVERALL RENDERING



SCALE: 1"=600'

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**Construction at US Central
 Command Headquarters Complex
 MacDill Air Force Base**

**Environmental Constraints In Vicinity of
 Proposed Central Command
 Addition/Coalition Village
 Figure 3-1**

TABLES

**Table 2.1 Comparison of Environmental Consequences
Construction at US Central Command Headquarters Complex
MacDill AFB, Florida**

Environmental Resources	Alternative A – Proposed Action	Alternative B – Lease of Temporary Trailers	Alternative C – No Action
Air Quality	Short-term – <i>Minor Adverse</i> Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Noise	Short-term – <i>Minor Adverse</i> Long-term – No Impact Cumulative – No Impact	Short-term – <i>Minor Adverse</i> Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Wastes, Hazardous Materials, and Stored Fuels	Short-term – <i>Minor Adverse</i> Long-term – <i>Minor Beneficial</i> Cumulative – <i>Minor Beneficial</i>	Short-term – <i>Minor Adverse</i> Long-term – <i>Minor Adverse</i> Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Water Resources	Short-term – <i>Minor Adverse</i> Long-term – <i>Minor Adverse</i> Cumulative – No Impact	Short-term – <i>Minor Adverse</i> Long-term – <i>Minor Adverse</i> Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Floodplains	Short-term – <i>Minor Beneficial</i> Long-term – <i>Minor Beneficial</i> Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Transportation Systems	Short-term – <i>Minor Adverse</i> Long-term – <i>Minor Adverse</i> Cumulative – <i>Minor Adverse</i>	Short-term – <i>Minor Adverse</i> Long-term – <i>Minor Adverse</i> Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Safety and Occupational Health	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Socioeconomic Resources	Short-term – <i>Minor Beneficial</i> Long-term – <i>Minor Beneficial</i> Cumulative – <i>Minor Beneficial</i>	Short-term – <i>Minor Beneficial</i> Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Biological Resources	Short-term – <i>Minor Adverse</i> Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Land Use	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Airspace and Airfield Operations	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Cultural Resources	Short-term – <i>Minor Adverse</i> Long-term – <i>Minor Adverse</i> Cumulative – No Impact	Short-term – <i>Minor Adverse</i> Long-term – <i>Minor Adverse</i> Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Environmental Justice	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Geology and Soils	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Indirect and Cumulative Impacts	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact

**Table 3.9 Summary of Protected Species Identified at MacDill AFB
Construction at US Central Command Headquarters Complex**

MacDill AFB, Florida

Common name	Scientific Name	Status	
		Federal	State
Reptile/Amphibians			
American alligator	<i>Alligator mississippiensis</i>	T (SA)	SSC
Atlantic loggerhead turtle	<i>Caretta caretta caretta</i>	T	T
Atlantic green turtle	<i>Chelonia mydas mydas</i>	E	E
Gopher tortoise	<i>Gopherus polyphemus</i>	-	SSC
Gopher frog	<i>Rana capito</i>	C2	SSC
Florida pine snake	<i>Pituophis melanoleucus mugitus</i>	C2	SSC
Short-tailed snake	<i>Stilosoma extenuatum</i>	C2	T
Birds			
Roseate spoonbill	<i>Ajaia ajaja</i>	-	SSC
Limpkin	<i>Aramus guarauna</i>	-	SSC
Burrowing owl	<i>Athene cunicularia</i>	-	SSC
Piping plover	<i>Charadrius melodus</i>	T	T
Southeastern snowy plover	<i>Charadrius alexandrinus tenuirostris</i>	C2	T
Little blue heron	<i>Egretta caerulea</i>	C2	SSC
Reddish egret	<i>Egretta rufescens</i>	C2	SSC
Snowy egret	<i>Egretts thula</i>	-	SSC
Tricolored heron	<i>Egretta tricolor</i>	-	SSC
Peregrine falcon	<i>Falco peregrinus tundris</i>	T	E
Southeast American kestrel	<i>Falco sparverius paulus</i>	C2	E
Florida sandhill crane	<i>Grus canadensis pratensis</i>	-	T
American oystercatcher	<i>Haematopus palliatus</i>	-	SSC
Bald eagle	<i>Haliaeetus leucocephalus</i>	T	T
Wood stork	<i>Mycteria americana</i>	E	E
Brown pelican	<i>Pelecanus occidentalis</i>	-	SSC
Least tern	<i>Sterna antillarum</i>	-	T
Roseate tern	<i>Sterna dougalii</i>	T	T
Bachman’s warbler	<i>Vermivora bachmanii</i>	E	E
Black skimmer	<i>Rynchops niger</i>	-	SSC
White ibis	<i>Eudocimus albus</i>	-	SSC
Mammals			
Florida mouse	<i>Podomys floridanus</i>	C2	SSC
West Indian (FL) manatee	<i>Trichechus manatus</i>	E	E
Fish			
Common snook	<i>Centropomus undecimalis</i>	-	SSC
Plants			
No State or Federally listed plant species are known to exist on MacDill AFB		-	-

T=Threatened, T(SA)=Threatened/Similarity of Appearance, E= Endangered, SSC= Species of Special Concern, C2=Candidate for listing

Source: Endangered Species Management Plan, MacDill AFB, Florida, 1996

TABLE 4A
Total Air Emissions for Projects at MacDill AFB
Construction at US Central Command Headquarters Complex

Pollutants	Construction at USCENTCOM Complex	Primary Care Clinic (construction)	Medical Treatment Facility (demolition)	JCSS VMF and Add. To MSF	Apron Pavements	COMSEC Addition	SF Bouthouse	AGE Renovation	Base Support	Housing Maintenance Building	PharmaCare Addition	Transp/Supply Cor
CO	31.53	23.72	1.40	1.71	9.28	0.27	0.96	1.72	2.58	0.86	2.13	4.28
VOC	10.79	8.88	1.01	1.33	4.10	0.34	0.85	1.27	1.70	0.79	1.40	2.39
NO _x	36.57	28.07	6.45	2.16	10.1	0.32	1.07	1.93	2.88	0.96	2.37	4.72
SO _x	1.82	1.41	0.43	0.11	1.06	0.02	0.05	0.09	0.14	0.05	0.12	0.23
PM ₁₀	3.05	2.41	1.13	0.2	1.7	0.03	0.08	0.15	0.23	0.08	0.18	0.36
Pb												
Estimated Start/End Date	7/2006 to 12/2011	12/2006 to 12/2007	1/2008 to 6/2008	1/2008 to 12/2008	6/2005 to 6/2006	8/2005 to 4/2006	12/2005 to 10/2006	2/2006 to 1/2007	1/2007 to 1/2008	1/2006 to 11/2006	5/2006 to 3/2007	7/2006 to 12/2006

**Note: All values in tons per year unless otherwise noted.
Net change = Project totals / Hillsborough County emissions

Above/Below *De minimis* = Project totals above or below *de minimis*
NA = not available/not applicable

YEAR 2005 THROUGH 2008 EMISSIONS WERE ESTIMATED BY TAKING AN APPROPRIATE PERCENTAGE OF THE TOTAL EMISSIONS DETERMINED ABOVE.
SEE TABLES 4B through 4F BELOW

Military Family Housing Phases VII and VIII Air Emissions have not been calculated, but were assumed to be similar to Phase VI totals.

TABLE 4B
Emissions for Year 2005

[illegible]TABLE 4C
Emissions for Year 2000[illegible]

TABLE 4D
Emissions for Year 2007[illegible]

TABLE 4E
Emissions for Year 2008

[illegible]TABLE 4F
Emissions for Year 2009[illegible]

TABLE 4G
Emissions for Year 2010

[illegible]TABLE 4H
Emissions for Year 2011[illegible]

APPENDIX A

AIR FORCE FORM 813

REQUEST FOR ENVIRONMENTAL IMPACT ANALYSIS

Report Control Symbol
RCS: 33602-28

INSTRUCTIONS:

Section I to be completed by Proponent. Sections II and III to be completed by Environmental Planning Function. Continue on separate sheets as necessary. Reference appropriate item number(s).

SECTION I - PROPONENT INFORMATION

1. TO (Environmental Planning Function) 6 CES/CEV	2. FROM (Proponent Organization and functional address symbol) HQ USCENTCOM/CCHC-FO	2a. TELEPHONE NO. (813) 671-5724
--	--	-------------------------------------

3. TITLE OF PROPOSED ACTION

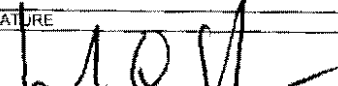
New addition to and alteration of HQ USCENTCOM main facility -- Bldg 540

4. PURPOSE AND NEED FOR ACTION (Identify decision to be made and need date)

(See attached)

5. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES (DOPAA) (Provide sufficient details for evaluation of the total action)

(See attached)

6. PROPONENT APPROVAL (Name and Grade) JUVENAL Q. SALOMON, Major, USAF	6a. SIGNATURE 	6b. DATE 8 Aug 03
---	---	----------------------

SECTION II - PRELIMINARY ENVIRONMENTAL SURVEY (Check appropriate box and describe potential environmental effects including cumulative effects) (+ = positive effect; 0 = no effect; - = adverse effect; U = unknown effect)


	+	0	-	U
7. AIR INSTALLATION COMPATIBLE USE ZONE/LAND USE (Noise, accident potential, encroachment, etc.)		X		
8. AIR QUALITY (Emissions, attainment status, state implementation plan, etc.)		X		
9. WATER RESOURCES (Quality, quantity, source, etc.)		X		
10. SAFETY AND OCCUPATIONAL HEALTH (Asbestos/radiation/chemical exposure, explosives safety quantity distance, bird/wildlife aircraft hazard, etc.)				X
11. HAZARDOUS MATERIALS/WASTE (Use/storage/generation, solid waste, etc.) <i>ANY HAZ WASTE GENERATED WILL BE PROPERLY DISPOSED OF AT CONTRACTORS EXPENSE</i>		X		
12. BIOLOGICAL RESOURCES (Wetlands/floodplains, threatened or endangered species, etc.)		X		
13. CULTURAL RESOURCES (Native American burial sites, archaeological, historical, etc.)				X
14. GEOLOGY AND SOILS (Topography, minerals, geothermal, Installation Restoration Program, seismicity, etc.)				X
15. SOCIOECONOMIC (Employment/population projections, school and local fiscal impacts, etc.)	X			
16. OTHER (Potential impacts not addressed above.)				

SECTION III - ENVIRONMENTAL ANALYSIS DETERMINATION

17.	PROPOSED ACTION QUALIFIES FOR CATEGORICAL EXCLUSION (CATEX) # _____: OR
X	PROPOSED ACTION DOES NOT QUALIFY FOR A CATEX, FURTHER ENVIRONMENTAL ANALYSIS IS REQUIRED.

18. REMARKS

MacDill AFB is located in a maintenance area for the following criteria pollutants: Ozone. Direct emissions from construction and indirect emissions from visiting traffic and/or follow-on operations, when totaled are less than the *de minimus* amounts in 40 CFR 93.153; therefore, a conformity determination is not required.

19. ENVIRONMENTAL PLANNING FUNCTION CERTIFICATION (Name and Grade) DAVID M. SNYDER, COL, USAF Commander, 6 AMW	19 a. SIGNATURE 	19 b. DATE 25 SEP 03
AF FORM 813, 19990901 (EF-V1)	THIS FORM CONSOLIDATES AF FORMS 813 AND 814.	PAGE OF PAGE(S)

SECTION I – PROPONENT INFORMATION

4.0 PURPOSE AND NEED FOR ACTION

4.1 Purpose of the Action

United States Central Command (USCENTCOM) is the Unified Command responsible for the South West Asia theater of operations and supported combatant commander in the current war on terrorism. The CENTCOM headquarters facility currently houses the allied coalition complex and functions as the command and control center for the war. Through intelligence centers in the facility and communications links, the CENTCOM staff directs combat operations real time. To effectively carry out this mission and future combat operations, CENTCOM requires an adequately sized, consolidated and effectively configured facility. Administrative office space is needed for approximately 2,000 personnel and rapid expansion capability to integrate reserve augmentation and coalition members into the headquarters. Communications and telecommunication centers and all support functions (storage, automated data processing, electronics/communications maintenance, and training areas) must be in the same facility to increase productivity and efficiency of operations. The facility must be hardened to protect this critical C3I link from potential terrorist actions. Storage and non-administrative functions must be located on the first floor. All other functions including Command Operations Center and critical communication equipment would be located above the first floor to protect them from severe storms (hurricanes) and tidal surges.

Additionally, a sufficiently sized, suitably furnished and equipped facility is required to house the Coalition of U.S. Allies that are an essential part of the planning staff and provide combat forces engaged with the U.S. in prosecution of the war on terrorism. The facility will require SCIF space and C3I links to allow the coalition members to receive classified intelligence and communicate with their combat forces. The facility must meet current force protection standards and have adequately sized and lighted parking areas.

4.2 Need for the Action

Prior to 11 September 2001, HQ USCENTCOM had severe facility shortfalls that impacted the function and efficiency of their command and control functions. The main building, constructed in 1982, has had three additions. The last was completed in 1991. These additions have not kept pace with mission expansion and CENTCOM has been forced to locate their joint intelligence center and an additional 360 personnel in geographically separated facilities, including five facilities on the flight line and 78 trailers. Prior to 9-11, over 1,650 personnel were working in this collection of buildings.

According to Air Force standards, these facilities only provide enough square footage to house 1200 personnel. Post 11 September 2001, this situation has gone from bad to critical. CENTCOM has over 2000 people working in these existing facilities plus an additional 800+ US and coalition members operating in trailers functioning as Secured Compartmentalized Information Facilities (SCIFs), Operations Centers, and administrative space. This arrangement makes integration of the command and control effort extremely complicated. Daily staffing operations have become almost unworkable. Office areas are cramped with computers, furniture, files and many staff officers are forced to share the same cubical. In the main building, 540, equipment and personnel have increased the cooling load to the point that the HVAC system is no longer effective and working conditions are frequently unbearable. This additional load is overstressing our equipment and could cause a complete system failure. Failure could render critical C3I intelligence and communications equipment computer systems unusable. Further, the majority of this building has never been renovated. Common areas have deteriorated from years of heavy use. Ceiling tiles are discolored, lighting fixtures are inefficient, carpet is worn, restroom fixtures are outdated, and the arrangement of interior walls does not support the current organizational structure.

Also, the flight line facilities being occupied by CENTCOM are located on the 6th Air Mobility Wing's active KC 135 ramp, and hinder the wing's ability to conduct aircraft operations.

Following the events of 11 September 2001, coalition nations immediately joined America in the fight against terrorism. This coalition has grown to more than 68 nations, with 27 nations sending representatives to CENTCOM headquarters in Tampa, Florida. To house and support these personnel, 68 relocatable facilities, (trailers), are being leased at a cost of over \$400,000 per year. Trailers were acquired because they were readily available and allowed us to rapidly establish the coalition community. Located in the CENTCOM parking lot, these trailers are satisfying the short-term requirement of providing space for administrative, conferencing and communication functions. However, these separate facilities and lack of large consolidated SCIF space hinders the integration of coalition planning efforts. Further, the trailers are cramped, often hot, and provide almost no force protection to our allies. Loss of nearby parking has forced coalition members to use temporary unpaved lots.

5.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

5.1 Description of the Proposed Action

The Proposed Action involves constructing a 135,000-square foot, three-story, reinforced concrete and structural steel building on concrete spread footings, with hardened masonry walls and flat roof system, fire detection/suppression system, elevators, and emergency power. The new building would be attached or added to the existing CENTCOM Facility on the west side of the Building 540. The addition will provide administrative areas (offices/reception areas, file rooms, conference/briefing rooms, vaults, technical libraries and administrative storage areas); special administrative areas within the SCIFs and Telecommunications Center; Operational Control Center (Command Center, Operations/Intelligence Briefing Rooms, Intelligence/Mission Planning areas); training room; bulk storage areas; electronics and communications maintenance areas; classified and unclassified local area network systems; uninterruptible Power Supply (UPS) system; emergency generators; telephone; electrical and civil (water/sewer) utilities; and mechanical heating, ventilation and air conditioning (HVAC). Sheltered, roof top defensive positions would also be constructed. The Proposed Action also renovates the existing facility by replacing interior finishes, rearrangement of partition walls and hardens the exterior shell. This action relocates the Command Operations Center and critical communication equipment to an area above the 100-year floodplain. The Proposed Action would relocate staff parking and upgrades entry control points to the facility. Additionally, the project would relocate the CE maintenance facility (Bldg 1050) and construct a 280,000 square foot Joint Intelligence Center (JICCEN) facility and an 80,000-square foot Coalition Village facility both southwest of Building 540. These new facilities would replace the existing temporary trailer facilities that JICCEN and Coalition Forces currently use. A new 25,000 square foot NAVCENT and MARCENT facility would also be constructed. In total, the CENTCOM project aims to create a secure, campus-type compound that contains the expanded primary CENTCOM Building (540), the JICCEN facility, Coalition Forces facility, and NAVCENT/MARCENT facility all of which will be interconnected by sidewalks and green space. The buildings would be designed and constructed to meet the Uniform Federal Accessibility and Department of Defense Antiterrorism Standards.

5.2 Description of Alternatives

5.2.1 No-Action Alternative

If no-action is pursued, severe facility shortfalls would continue to adversely impact United States Central Command's ability to build an effective coalition and carry out its real time command and control responsibilities in directing the war on terrorism. Critical C3I links supporting CENTCOM and Coalition efforts could fail in the event of power or HVAC system failures caused by the existing overload on these systems. CENTCOM staff officers and coalition members would be forced to continue to work in

cramped, hot, office space, which impacts their productivity and attention to the task. This situation would be made worse with the projected addition of nearly 300 permanent party personnel.

5.2.2 Other Reasonable Action Alternatives

5.2.2.1 Use of Other Existing Facilities Alternative: CENTCOM anticipates the addition of nearly 300 permanent party personnel. Host base is already experiencing space deficiency problems as it faces the challenge of accommodating current base personnel strength. Addition of more personnel will just compound the current space utilization problem. Use of existing off-base accommodation does not help either with critical need to integrate command and control functions. Further, the type of missions CENTCOM execute require higher level of security measures; relocating to an existing off-base facility increases the security risks.

5.2.2.2 Lease of Temporary Trailers Alternative: Trailers provide temporary relief but not a viable long-term solution to house permanent party personnel. Further, trailers are not rated to withstand life-threatening hurricane force winds which the host base is potentially subject to. Finally, in the long term, the cost of leasing would eventually outpace the cost of permanent construction.

5.2.2.3 Relocate CENTCOM Alternative: Such alternative is feasible, but one will quickly realize the much higher costs and more comprehensive efforts involved in relocating an established organization. Relocation costs involving personnel, base operating support, housing, etc. are just a few. Further, if CENTCOM is relocated out of MacDill AFB, the C4I synergy built with Special Operations Command and other tenant joint organizations within MacDill AFB will be lost. Looking at relocation within the host base perimeter will pose considerable increased construction costs due to extensive site preparation at known alternative locations as one considers impact of flooding and hurricane surges.

APPENDIX B

CONSISTENCY STATEMENT

APPENDIX B

CONSISTENCY STATEMENT

This consistency statement will examine the potential environmental consequences of the Proposed Action and ascertain the extent to which the consequences of the Proposed Action are consistent with the objectives of Florida Coastal Management Program (CMP).

Of the Florida Statutory Authorities included in the CMP, impacts in the following areas are addressed in the EA: beach and shore preservation (Chapter 161), historic preservation (Chapter 267), economic development and tourism (Chapter 288), public transportation (Chapters 334 and 339), saltwater living resources (Chapter 370), living land and freshwater resource (Chapter 372), water resources (Chapter 373), environmental control (Chapter 403), and soil and water conservation (Chapter 582). This consistency statement discusses how the proposed options may meet the CMP objectives.

CONSISTENCY DETERMINATION

Chapter 161: Beach and Shore Preservation

No disturbances to the base's canals are foreseen under the Proposed Action or Alternative Actions.

Chapter 267: Historic Preservation

The Air Force and the Florida State Historic Preservation Officer have determined that the Proposed Action will have no effect on historic properties associated with the Base.

Chapter 288: Economic Development and Tourism

The EA presents the new employment impact and net income impact of the Proposed Action and alternative. The options would not have significant adverse effects on any key Florida industries or economic diversification efforts.

Chapter 372: Saltwater Living Resources

The EA addresses potential impacts to local water bodies. Water quality impacts were surveyed for existing conditions at the Proposed Action and alternatives. Results indicate that no impacts would result from the Proposed Action or alternatives.

Chapter 372: Living Land and Freshwater Resources

Threatened and endangered species, major plant communities, conservation of native habitat, and mitigation of potential impacts to the resources are addressed in the EA. The Proposed Action and alternatives would not result in permanent disturbance to native habitat and should not significantly impact threatened or endangered species.

Chapter 373: Water Resources

There would be no impacts to surface water or groundwater quality under the Proposed Action or alternatives as discussed in the EA.

Chapter 403: Environmental Control

The EA addresses the issues of conservation and protection of environmentally sensitive living resources; protection of groundwater and surface water quality and quantity; potable water supply; protection of air quality; minimization of adverse hydrogeologic impacts; protection of endangered or threatened species; solid, sanitary, and hazardous waste disposal; and protection of floodplains and wetlands. Where impacts to these resources can be identified, possible mitigation measures are suggested. Implementation of mitigation will, for the most part, be the responsibility of MacDill AFB.

Chapter 582: Soil and Water Conservation

The EA addresses the potential of the Proposed Action and alternatives to disturb soil and presents possible measures to prevent or minimize soil erosion. Impacts to groundwater and surface water resources also are discussed in the EA.

CONCLUSION

The US Air Force finds that the conceptual Proposed Action and alternatives plans presented in the EA are consistent with Florida's CMP.

APPENDIX C

AGENCY COORDINATION LETTERS

CENTCOM complex

THE TAMPA TRIBUNE

Published Daily

Tampa, Hillsborough County, Florida

State of Florida }
County of Hillsborough } ss.

Before the undersigned authority personally appeared C. Offner, who on oath says that she is the Advertising Billing Supervisor of The Tampa Tribune, a daily newspaper published at Tampa in Hillsborough County, Florida, that the attached copy of advertisement being a

LEGAL NOTICE IN THE TAMPA TRIBUNE

in the matter of

PUBLIC NOTICE

was published in said newspaper in the issues of

OCTOBER 12, 2005

Affiant further says that the said The Tampa Tribune is a newspaper published at Tampa in said Hillsborough County, Florida, and that the said newspaper has heretofore been continuously published in said Hillsborough County, Florida, each day and has been entered as second class mail matter at the post office in Tampa, in said Hillsborough County, Florida for a period of one year next preceding the first publication of the attached copy of advertisement, and affiant further says that she has neither paid nor promised any person, this advertisement for publication in the said newspaper.

Sworn to and subscribed by me, this
of OCTOBER

17 day
A.D. 20 05

Personally Known ☒ or Produced Identification
Type of Identification Produced



PUBLIC NOTICE - UNITED STATES AIR FORCE

The Air Force (AF) seeks public comment Environmental Impact Analysis Process documents for the construction of US Command Headquarters Complex at MacDill Air Force Base. The multi-year phased construction would construct two new facilities, expand the existing facilities, and construct a multi-story USCENTCOM building, construct a multi-story parking garage, and demolish several smaller buildings within the USCENTCOM Headquarters complex. Completion of the USCENTCOM complex will be the consolidation of USCENTCOM personnel around the base, improving logistics and efficient project would also provide additional administrative space to meet current shortfalls. MacDill AF is evaluating this action in accordance with Executive Order 11988 - Floodplain Management and because there is no practical alternative to construction of the floodplain.

NOTICE OF AVAILABILITY

The EIA documents satisfy the requirements of the National Environmental Policy Act (NEPA) documents are available for public review and comment from October 17th through November 16th, 2005 at the Tampa/Hillsborough County Public Library, located at N. Ashley Drive, Tampa, FL 33606. The documents will be found in the Humanities Section of the Main Library Address written comments to the 6 AMW Public Affairs Hangar Loop Drive, Suite 14, MacDill Air Force Base 33621-5502. The telephone number is (813) 828-2222.

TICS

ans Endorse Crist

gress and state House member and former Sheriff Everett Rice, of Treasure Island, in a contested primary for attorney general.

The party also voted to give a \$50,000 contribution to Crist's campaign, and smaller contributions to Rice and Bilirakis, party secretary Glen Schultz said.

Crist, who is from St. Petersburg and represented Pinellas County in the state Senate, is popular throughout the Tampa Bay area.

"He's our homeboy, so we're real proud of him," said Nancy Wiley, the county's state committeewoman — one of the three top offices in the local party. "If you had somebody in your family running for office, I don't think people would hold it against you if you supported them."

David Johnson, consultant

for the Gallagher campaign and a former executive director of the state GOP, said the campaign "knew this was coming — it's their prerogative."

"We've exhibited pretty strong support throughout the Tampa Bay region in our fund-raising and campaigning," Johnson said. "It's a long campaign. This won't deter our plans to campaign hard and actively in that market."

The Hillsborough party isn't likely to make an endorsement in the primary, even though Crist also is popular there, party spokesman Greg Truax said.

Truax estimated 60 percent to 70 percent of Hillsborough Republicans support Crist but said the local party has a policy of neutrality in primaries.

Reporter William March can be reached at (813) 259-7791.

NMENT

or Drilling Loophole

leagues from the southern-most point of the Marquesas Keys ...

It appears to describe what is traditionally understood to be Florida's sovereign submerged waters — three leagues from the peninsular coast, or nine to 10 miles. Clarke said she has not found a precedent interpreting what the language means.

If it is determined that a larger swath of the eastern Gulf is technically state waters, all the better, she said.

Gov. Jeb Bush has recently advocated a 125-mile buffer around the state free from oil and gas exploration. Critics have charged that represents a

softening of the governor's previous efforts to keep drilling at least 285 miles from the Pinellas coastline.

Clarke said her bill is not a reaction to Bush's stance. "This legislation is in response to my constituents and my own personal passion about the state of Florida," she said.

The bill would also require like fields surrounding fuel storage facilities in high-hazard coastal areas. That would include the tank farms in the Port of Tampa. Port officials said Tuesday they had not seen the bill.

Reporter Jerome R. Stockfisch can be reached at (850) 222-4382.

ATION

rowth Debate Ongoing

ity by 2008.

Hillsborough is one of six Florida counties selected for a concurrency pilot program that will hammer out a framework to follow the law by June 1. School and planning officials will have their first meeting Friday.

Storms, school Superintendent MaryEllen Elia and Coun-

pendent of a 15-member concurrency task force Storms requested last week.

The meeting sounded heated at times to a reporter outside, but Elia played down friction between the school system and the county.

Elia said the task force will be "very defining" on the question of whether the school system will seek a sales tax

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LEGAL UNDERTAKING

PUBLIC NOTICE - UNITED STATES AIR FORCE

The Air Force (AF) seeks public comment on AF Environmental Impact Analysis Process (EIA) documents for the construction of US Central Command Headquarters Complex at MacDill Air Force Base. The multi-year phased construction effort would construct two new facilities, expand the existing HQ USCENCOM building, construct a multi-story parking garage, and demolish several smaller buildings within the USCENCOM Headquarters compound. Completion of the USCENCOM complex will permit the consolidation of USCENCOM personnel from around the base, improving logistics and efficiency. The project would also provide additional administrative space to meet current shortfalls. MacDill AFB has evaluated this action in accordance with Executive Order 11988 - Floodplain Management and believes there is no practical alternative to construction within the floodplain.

NOTICE OF AVAILABILITY

The EIA documents satisfy the requirements of the National Environmental Policy Act (NEPA). The documents are available for public review and comment from October 17th through November 16th, 2005 at the Tampa/Hillsborough County Public Library, located at 900 N. Ashlaw Drive, Tampa, FL 33606. The documents may



FLORIDA DEPARTMENT OF STATE

Glenda E. Hood

Secretary of State

DIVISION OF HISTORICAL RESOURCES

Mr. Kenneth E. Domako
Department of the Air Force
6 CES/CD
7621 Hillsborough Loop Drive
MacDill AFB, Florida 33621-5207

October 28, 2005

RE: DHR Project File Number: 2005-10639
Received by DHR October 14, 2005
Construction at Central Command Headquarters Complex (USCENTCOM) – Demolition of
Buildings Number 95, 529, 530, 531, 535, 536, 537, 538, 543, 546, 927, 928, and 1050
MacDill AFB, Hillsborough County

Dear Mr. Domako:

Our office received and reviewed the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended and *36 CFR Part 800: Protection of Historic Properties*. The State Historic Preservation Officer is to advise Federal agencies as they identify historic properties (listed or eligible for listing in the *National Register of Historic Places*), assess effects upon them, and consider alternatives to avoid or minimize adverse effects.

Based on the information provided, this office concurs with the finding that Buildings No. 95, 529, 530, 531, 535, 536, 537, 538, 543, and 546 do not appear to meet the criteria for listing in the *National Register*. This office reevaluated buildings No. 927, 928 and 1050, and it is our opinion that the buildings do not appear to meet the criteria for listing in the *National Register*. Therefore, no historic properties will be affected by these undertakings. However, this office recommends that updated Florida Master Site File forms with current archival quality photographs (interior and exterior) be completed and submitted to this office.

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservationist, by electronic mail sedwards@dos.state.fl.us, or at 850-245-6333 or 800-847-7278.

Sincerely,

Frederick P. Gaske, Director, and
State Historic Preservation Officer

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

☐ Director's Office
(850) 245-6300 • FAX: 245-6436

☐ Archaeological Research
(850) 245-6444 • FAX: 245-6436

☒ Historic Preservation
(850) 245-6333 • FAX: 245-6437

☐ Historical Museums
(850) 245-6400 • FAX: 245-6433

☐ Southeast Regional Office
(954) 467-4990 • FAX: 467-4991

☐ Northeast Regional Office
(904) 825-5045 • FAX: 825-5044

☐ Central Florida Regional Office
(813) 272-3843 • FAX: 272-2340



**DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA**

MEMORANDUM FOR DIVISION OF HISTORIC RESOURCES

**ATTN: MS. JANET SNYDER MATTHEWS
R.A. GRAY BUILDING
500 SOUTH BRONOUGH STREET
TALLAHASSEE, FL 32399-0250**

**FROM: 6 CES/CD
7621 HILLSBOROUGH LOOP DRIVE
MACDILL AFB 33621-5207**

**SUBJECT: State Historic Preservation Office Coordination on Construction at US
Central Command Headquarters Complex at MacDill Air Force Base (AFB)**

1. United States Central Command (USCENTCOM) intends to implement a large facility improvement project with the goal of providing increased, permanent administrative space and improving force protection around the USCENTCOM plaza. The proposed action includes significant redesign and modification of the layout of the complex, including the completion of a USCENTCOM building addition, the construction of Coalition Village, the construction of a Joint Intelligence Center Central Command (JICCEN) building, construction of a US Marine Forces Central Command (MARCENT) building, construction of several ancillary buildings for expansion, and the completion of a multi-story parking garage.
2. The project also includes demolition of the following facilities/structures: 95, 529, 530, 531, 535, 536, 537, 538, 543, 546 and 1050. Buildings 927 and 928, associated with the base's water supply, would also be demolished and then replaced with like structures. The buildings' associated parking lots, curbing, sidewalks, etc. would be demolished, and the area re-vegetated. Representative photographs of these buildings are attached.
3. Facility 95, constructed in 1952, is an underground water storage reservoir (tank). This structure would be approximately 55 years old at the time of demolition. This structure has no apparent historical significance nor is it part of MacDill AFB's Historical District.
4. Building 529, 530 and 531 are identified as the CENTCOM Warehouse, Latrine and Administrative buildings, respectively. These concrete and steel buildings range from 2,716 to 4,000 square feet in area, and were constructed in 1992. Buildings 535 and 546 are identified as part of the MARCENT/NAVCENT facility, constructed in 1992, and covering approximately 15,000 square feet. Building 536 is the SOCOM warehouse also constructed of concrete and steel in 1992. Facility 538 is an open steel-framed pavilion completed in 1992. Building 543 is a concrete and steel mechanical building of approximately 3,000 square feet constructed in 1995. These building have neither apparent historical significance nor are they part of the MacDill Field Historic District.

**DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA**

5. Buildings 927 and 928 were completed in 1942. Both are wood built buildings housing water pumping equipment, and are among the few remaining wood structures at the base. Most of the original pipes, valves, motors have been replaced and the buildings are relatively isolated from others located in the MacDill Field Historic District. At the time of demolition, these buildings would be 65 years old.
6. Building 1050 is an approximately 10,000 square foot concrete and steel structure used for vehicle maintenance since its construction. This building is associated with the African-American troops stationed at MacDill during World War II. The building was completed in 1944; however, several modifications, including changes in the roofing and siding have subsequently been completed. This building would be approximately 63 years in age at the planned time of demolition.
7. A Historic American and Building Survey (HABS) was completed at MacDill AFB in 1994. The survey documented the condition and significant architectural aspects of all the historic buildings on MacDill AFB at that time. The Level III HABS documentation was completed for Building 927, 928, and 1050. The Level III HABS documentation provides sufficient recordation of the facility and serves as mitigation. A copy of the survey results for Buildings 927, 928, and 1050 are provided in Attachment A. Copies of the large format black and white photographs (from 4"x 5" negatives) are available at the 6 CES/CEVN office on MacDill AFB. Copies of the photographs are also included in Attachment A.
8. MacDill AFB believes that demolition of facilities/structures 529, 530, 531, 535, 536, 537, 538, 543, and 546 would not affect historic resources on MacDill AFB. Furthermore, demolition of the water storage tank (facility 95) would not affect historic resources on MacDill since the tank is underground. We believe that demolition of Buildings 927, 928, and 1050 would adversely affect historic resources at MacDill; however, maintaining Level III HABS documentation of the facilities would sufficiently mitigate the adverse affect. MacDill AFB seeks concurrence from the State Historic Preservation Office (SHPO) that the proposed demolition would have an adverse effect on historic resources on MacDill AFB but the HABS documentation will sufficiently mitigate the adverse effect. Included in Attachment B is a Memorandum of Agreement between MacDill AFB and the SHPO which must be completed by both parties to demonstrate compliance with Section 106 of the Historic Preservation Act. If you agree, please sign where indicated below and in Attachment B.
9. If you have any questions or require additional information on the proposed project, please contact Mr. Jason Kirkpatrick at (813) 828-0459.

KENNETH E. DOMAKO, GS-13
Deputy Base Civil Engineer

**DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA**

Attachments:

Figure 1 – Proposed Construction at US Central Command Headquarters Complex

Photograph 1: Water Tank (Building 95)

Photograph 2: Buildings 529 through 531

Photograph 3: Building 531 looking towards northeast

Photograph 4: NAVCENT/MARCENT (Building 535)

Photograph 5: NAVCENT/MARCENT (Building 535) looking from east

Photograph 6: Building 536

Photograph 7: Building 537 looking towards southwest

Photograph 8: Building 538

Photograph 9: Building 543 looking to southeast

Photograph 10: Building 546 looking to southwest

Photograph 11: Building 927 looking to southwest

Photograph 12: Building 928 looking to southwest

Photograph 13: Building 928 (foreground) and 927 (background) looking northeast

Photograph 14: Building 1050 looking northeast

Attachment A: Level III HABS Documentation

Attachment B: Memorandum of Agreement

1st Ind, State Historic Preservation Office

MEMORANDUM FOR 6 CES/CD

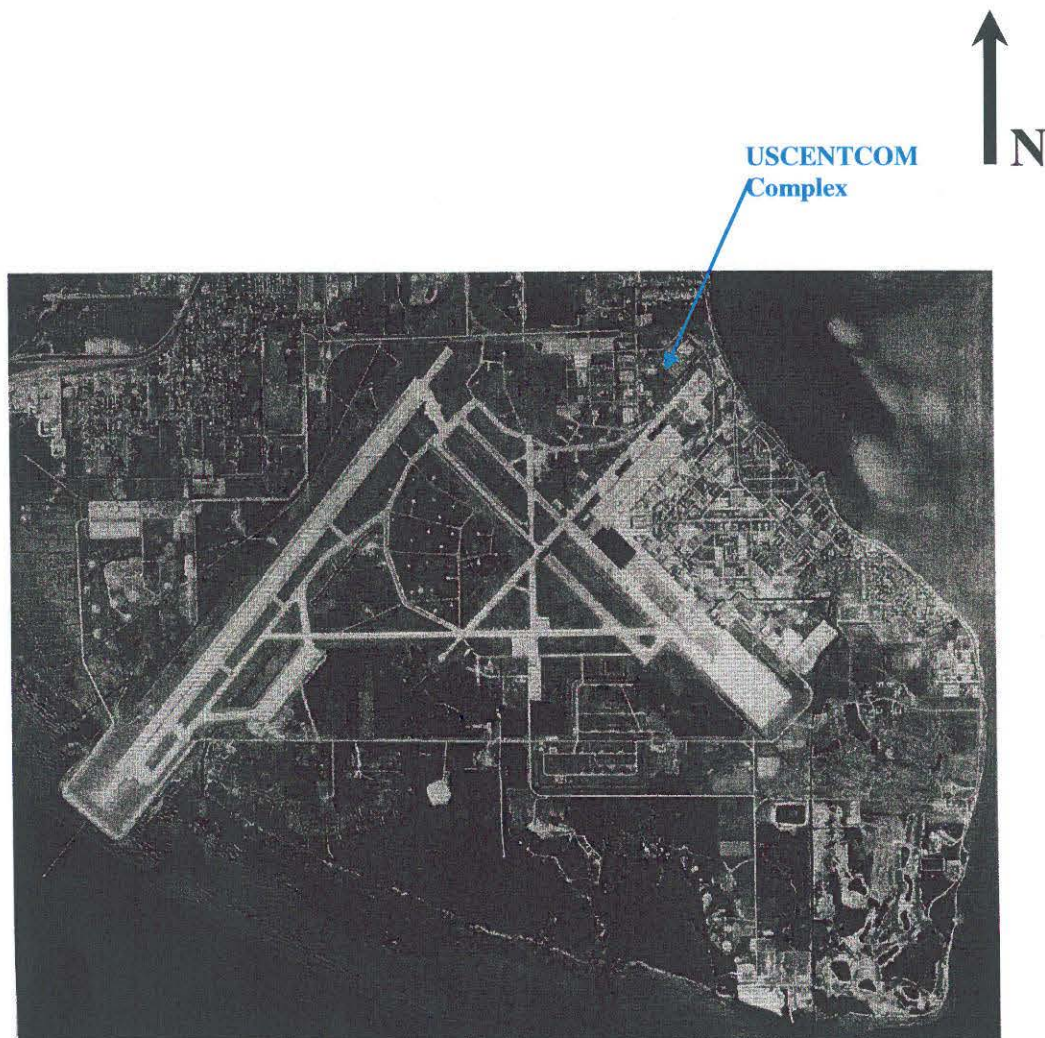
Date: _____

The State Historic Preservation Office concurs with MacDill Air Force Base's finding that demolition of Buildings 95, 529 through 531, 535 through 538, 543, and 546 will have no adverse effect on historic resources on MacDill Air Force Base.

Additionally, the State Historic Preservation Office acknowledges MacDill Air Force Bases intention to demolish Buildings 927, 928, and 1050 and maintain Level III HABS documentation for each of these facilities.

JANET SNYDER MATTHEWS
State Historic Preservation Officer

**DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA**



**Figure 1 – Proposed Construction at US Central Command
Headquarters Complex**

**DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA**



Photograph 1: Water Tank (Building 95)



Photograph 2: Buildings 529 through 531

AMC--GLOBAL REACH FOR AMERICA

**DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA**



Photograph 3: Building 531 looking towards northeast



Photograph 4: NAVCENT/MARCENT (Building 535)

**DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA**



Photograph 5: NAVCENT/MARCENT (Building 535) looking from east



Photograph 6: Building 536

**DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA**



Photograph 7: Building 537 looking towards southeast



Photograph 8: Building 538

**DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA**



Photograph 9: Building 543 looking to southeast



Photograph 10: Building 546 looking to southwest

AMC--GLOBAL REACH FOR AMERICA

**DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA**



Photograph 11: Building 927 looking to southwest



Photograph 12: Building 928 looking to southwest

**DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA**



**Photograph 13: Building 928 (foreground) and 927 (background)
looking northeast**



Photograph 14: Building 1050 looking southeast

**DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA**

**Attachment A:
Level III HABS Documentation**



DESIGN

· DELINEATION

· DOCUMENTATION

**HISTORIC BUILDING SURVEY
FOR
MACDILL AIR FORCE BASE
FLORIDA**

VOLUME ONE

December 12, 1994

BUILDING 731: Building 731 still maintains enough of its architectural integrity to be eligible for listing in the National Register as part of the MacDill Field Historic District. It is associated with the World War II construction and development of the Base and the military training effort, and its architecture reflects its historic period and function. While it is of common type and design (a storage facility), it is peculiar to the place, and is a surviving example of historic resources that have been lost in Florida and across the country. A small shed addition was constructed before 1957, but most of its basic massing remains intact. Building 552 still fulfills its original function as a storage facility, and should be preserved and further architectural work involving additions, removals, and/or alterations should be done in full accordance with the Secretary of Interior's Standards for Rehabilitation.

BUILDING 927: Building 927 is one of the few remaining World War II era wood structures still standing on the Base today. It is eligible for listing in the National Register as part of the MacDill Field Historic District. It is associated with the World War II construction and development of the Base and the military training effort, and its architecture reflects its historic period and function. While it is of common type and design, it is peculiar to the place, and is a surviving example of historic resources that have been lost in Florida and across the country. Due to its relative isolation from the other historic structures, Building 927 is eligible for nomination to the MacDill Field Historic District through a multiple property process. Building 927 still fulfills its original function as a water pumping station, and still retains some original pipes, motors, and valves. Building 927 should be preserved and further architectural work involving additions, removals, and/or alterations should be done in full accordance with the Secretary of Interior's Standards for Rehabilitation.

BUILDING 928: Building 928 is one of the few remaining World War II era wood structures still standing on the Base today. It is eligible for listing in the National Register as part of the MacDill Field Historic District. It is associated with the World War II construction and development of the Base and the military training effort, and its architecture reflects its historic period and function. While it is of common type and design, it is peculiar to the place, and is a surviving example of historic resources that have been lost in Florida and across the country. Due to its relative isolation from the other historic structures, Building 928 is eligible for nomination to the MacDill Field Historic District through a multiple property process. Although most of the original pipes, valves, and motors have been replaced, Building 928 still fulfills its original function as a water pumping station. Building 928 should be preserved and further architectural work involving additions, removals, and/or alterations should be done in full accordance with the Secretary of Interior's Standards for Rehabilitation.

BUILDING 1050:

Building 1050 is eligible for listing in the National Register as part of the MacDill Field Historic District. It is associated with the World War II construction and development of the Base and the military training effort, and its architecture reflects its historic period and function. While it is of common type and design (a maintenance shop), it is peculiar to the place, and are surviving examples of historic resources that have been lost in Florida and across the country. Due to its relative isolation from the other historic structures, Building 1050 should be included in the MacDill Field Historic District through a multiple property rather than a district nomination. Building 1050 is the last surviving structure on the Base associated with the African-American troops that served on MacDill Field during World War II. It originally served as the Black Motor Pool, and still fulfills its original function as a vehicle maintenance shop today. Although some of its windows have been closed, its major architectural features, such as double-ended garage bays and slight pitch gable roof, remain intact. Its integrity and historical association makes Building 1050 an important part of the MacDill Field Historic District. It should be preserved with further architectural work involving additions, removals, and/or alterations done in full accordance with the Secretary of Interior's Standards for Rehabilitation.



DESIGN

· DELINEATION

· DOCUMENTATION

HISTORIC BUILDING SURVEY
FOR
MACDILL AIR FORCE BASE
FLORIDA

VOLUME TWO

December 12, 1994

MacDill Air Force Base,
Water Pumping Plant No. 1 (Building No. 927)
2834 Sea Swallow Avenue
Tampa
Hillsborough County
Florida

HABS No. FL-384-AW

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Building Survey
National Park Service
Southeast Region
Department of the Interior
Atlanta, Georgia 30303

HISTORIC AMERICAN BUILDINGS SURVEY

MacDill Air Force Base, Water Pumping Plant No. 1
(Building No. 927)

HABS No. FL-384-AW

- Location:** 2834 Sea Swallow Avenue
MacDill Air Force Base
Tampa, Hillsborough County, Florida
UTM Coordinates: 17-352960-3082710
- Significance:** The Water Pump Plant, due to its architectural integrity and contribution to the Second World War-era infrastructure, forms an integral part of MacDill Air Force Base's historic character. The station, associated with the wartime construction and development of the Base, formed part of the comprehensive sewage and water system which served the entire base. The building's architecture reflects its historic period, location, and function.
- Description:** Building #927, a one-story wooden frame structure with an attached tool shed, measures 31'x41' and initially cost \$3,825.00. The Pump House has a gable roof with asphalt shingles and wood trim. The original wood siding has been replaced with vinyl siding. The entire structure sits on a continuous raised concrete watertable. The Pump Plant's original windows have been replaced with aluminum frame, double-hung windows, and each facade has two windows. The interior of the building consists of a large open room and small office area. The Pump Plant still has most of its original machinery, including a Mueller pump, an Elliot single strainer, and a Fairbanks Morse motor. The exterior walls are finished with drywall paneling and paint. The floor is exposed concrete.
- History:** Building #927, formerly known as Water Pump Plant Number 1, was constructed by the U.S. Army Corps of Engineers in 1942 with assistance from the Work Projects Administration. The construction of MacDill Field was the last large-scale WPA project to be implemented in Hillsborough County. In 1944, Post Engineers rebuilt the building for unknown reasons. The original generators and pumps are still in operation. The building is located in the north end of the Base which was originally allotted for the African-American troops. The facility connects to the original and present day Base water system, which is tied into the City of Tampa's system. The structure supports base operations and programs.
- Sources:** Air Force Form 1430 (Real Property Accountable Records)
Thunderbird, MacDill Field Quarterly, Summer & Winter Editions
Quarterly Histories of MacDill Field, 1939 - 1945
- Historian:** Hardlines: Design & Delineation
Columbus, Ohio & Bethesda, Maryland
October, 1993 - April, 1994

HISTORIC AMERICAN BUILDINGS SURVEY

INDEX TO PHOTOGRAPHS

MacDill Air Force Base,
Water Pumping Plant No. 1 (Building No. 927)
2834 Sea Swallow Avenue
Tampa
Hillsborough County
Florida

HABS No. FL-384-AW

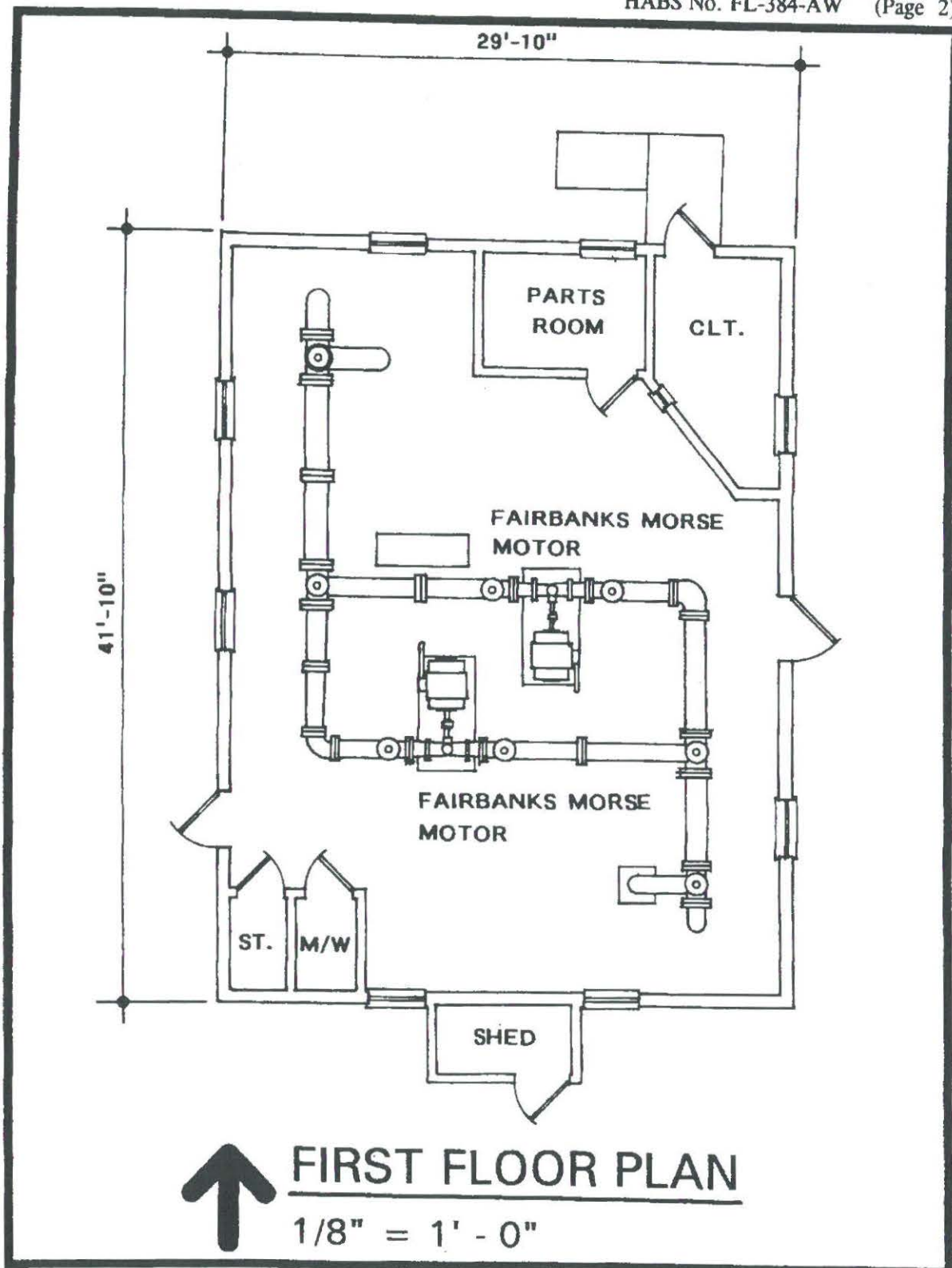
David H. Diesing, Hardlines Photographer January 1994

FL-384-AW-1	WEST FRONT AND SOUTH SIDE.
FL-384-AW-2	NORTH SIDE AND WEST FRONT.
FL-384-AW-3	NORTH SIDE AND EAST REAR.
FL-384-AW-4	INTERIOR VIEW, FACING NORTHWEST.
FL-384-AW-5	INTERIOR VIEW, FACING SOUTHEAST.
FL-384-AW-6	INTERIOR VIEW OF PIPES FROM SOUTH WALL, FACING NORTH.
FL-384-AW-7	INTERIOR VIEW OF PIPES FROM CENTER OF ROOM, FACING NORTH.

Note: For additional written historical and descriptive information, please see the main entry for MacDill Air Force Base, HABS No. FL-384.

MacDill Air Force Base, Water Pumping Plant No. 1
(Building No. 927)

HABS No. FL-384-AW (Page 2)



HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 1.1: 3/89

Site 8 _____

☒ original
☐ update

Recorder # _____

SITE NAME: Building #927 - Water Pump Station
HISTORIC CONTEXTS: World War II and Aftermath
NAT. REGISTER CATEGORY: District
OTHER NAMES OR MSF NOS: Water Pumping Plant No. 1
COUNTY: Hillsborough OWNERSHIP TYPE Federal
PROJECT NAME: Historic Building Survey of MacDill Air Force Base DHR NO _____
LOCATION (Attach copy of USGS map, sketch-map of immediate area)
ADDRESS: 2834 Sea Swallow Avenue CITY: Tampa Vicinity
VICINITY OF / ROUTE TO: Located at Southeast Corner of Sea Swallow Avenue and MacDill Avenue
SUBDIVISION: Not Applicable BLOCK NO N/A LOT NO N/A
PLAT OR OTHER MAP: MacDill AFB Maps at Base Engineering & Real Property Office
TOWNSHIP: N/A RANGE N/A SECTION N/A 1/4 N/A 1/4-1/4 N/A
IRREGULAR SEC? ☒ YES ☐ NO LAND GRANT Not Applicable
USGS 7.5' MAP: Gibsonton, Florida, 1956, photo revised in 1987 (27082-G4-TF-024)
UTM: ZONE 17 EASTING 352960 NORTHING 3082710
COORDINATES: LATITUDE N/A D N/A M N/A S LONGITUDE N/A D N/A M N/A S

HISTORY

ARCHITECT: Department of the Army--Office of the Quartermaster General
BUILDER: Army Corps of Engineers & Work Projects Administration
CONSTRUCTION DATE 1942 CIRCA N/A RESTORATION DATES N/A
MODIFICATION DATE(S) Rebuilt in 1944
MOVE: DATE N/A ORIGINAL LOCATION MacDill Air Force Base, Florida
ORIGINAL USE(S): Waterworks
PRESENT USE(S): Waterworks

DESCRIPTION

STYLE: Military Vernacular
PLAN: EXTERIOR: Rectangular
INTERIOR: Other
NOS: STORIES 1 OUTBLDGs 0 PORCHES 0 DORMERS 0
STRUCTURAL SYSTEM(S): Wood Framing
EXTERIOR FABRIC(S): Vinyl Siding
FOUNDATION: TYPE Continuous MATERIAL Concrete
INFILL Unknown
PORCHES: None
ROOF: TYPE Gable SURFACING Asphalt Shingles
SECONDARY STRUCTURE None
CHIMNEY: NOS 0 MATERIAL N/A LOCATION N/A
WINDOWS: All Sides, Aluminum, DHS, 1/1

EXTERIOR ORNAMENT: Vinyl sided walls with wood trim under roof eaves
CONDITION: Good SURROUNDINGS Governmental-Military
NARRATIVE: Bldg #927, a one story wood frame structure with tool shed, measures 31'x41' and cost \$3,825.00. The facility has a gable roof with wood trim. The original wood siding has been replaced with vinyl siding. Each facade has two dhs windows. The pump house still has most of its original machinery including a Mueller pump, an Elliot single strainer, and a Fairbanks Morse motor. The bldg was rebuilt in 1944 by Post Engineers.

ARCHAEOLOGICAL REMAINS AT THE SITE

FMSF ARCHAEOLOGICAL FORM COMPLETED? _____ YES ☒ NO (IF YES, ATTACHMENT)
ARTIFACTS OF OTHER REMAINS: None Observed

RECORDER'S EVALUATION OF SITE

AREAS OF SIGNIFICANCE: Military, Local, Engineering, Comm. Planning & Development
 Bldg #927 is connected to the original and present day Base water system. The pump house still has a significant amount of its original machinery. The facility was originally built with WPA labor.

ELIGIBLE FOR NAT. REGISTER? ☒ YES ☐ NO ☐ LIKELY, NEED INFO ☐ INSF INFO
 SIGNIF. PART OF DISTRICT? ☒ YES ☐ NO ☐ LIKELY, NEED INFO ☐ INSF INFO
 SIGNIFICANT AT LOCAL LEVEL? ☒ YES ☐ NO ☐ LIKELY, NEED INFO ☐ INSF INFO

SUMMARY ON SIGNIFICANCE: Bldg #927, formerly known as Water Pumping Plant #1, services the north end of the Base. The pump house is part of MacDill's World War II era infrastructure which is slowly disappearing due to neglect and demolition.

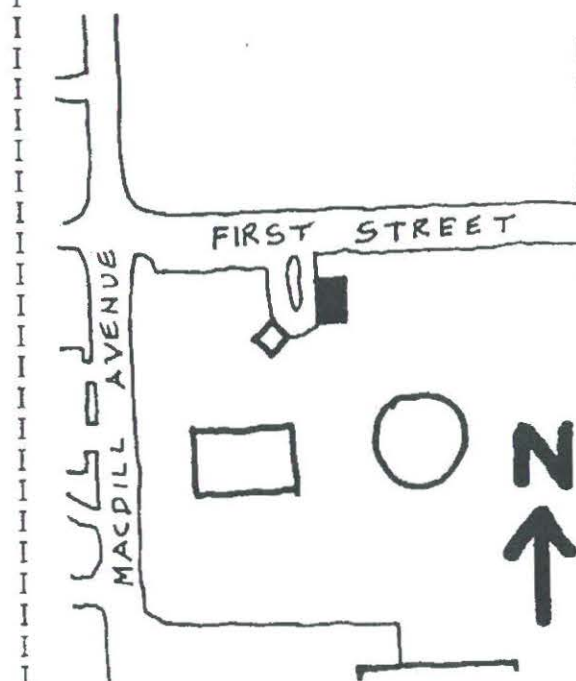
*** DHR USE ONLY ***
 *
 * DATE LISTED ON NR _____
 * KEEPER DETERMINATION OF ELIG. (DATE): -YES _____ -NO _____
 * SHPO EVALUATION OF ELIGIBILITY (DATE): -YES _____ -NO _____
 * LOCAL DETERMINATION OF ELIG. (DATE): -YES _____ -NO _____
 * OFFICE _____
 *
 *** DHR USE ONLY ***

RECORDER INFORMATION: NAME D. Durst/C. Wang, Columbus, Ohio
 DATE: MONTH October YEAR 1993 AFFILIATION Hardlines: Design & Delineation

PHOTOGRAPHS (Attach a labeled print bigger than contact size)
 LOCATION OF NEGATIVES: MacDill AFB, Envir. Management, Base Historic Pres. Officer
 NEGATIVE NUMBERS: Roll: 2/Frames: 27-28; Roll: 3/Frames: 22-23

P H O T O G R A P H

M A P



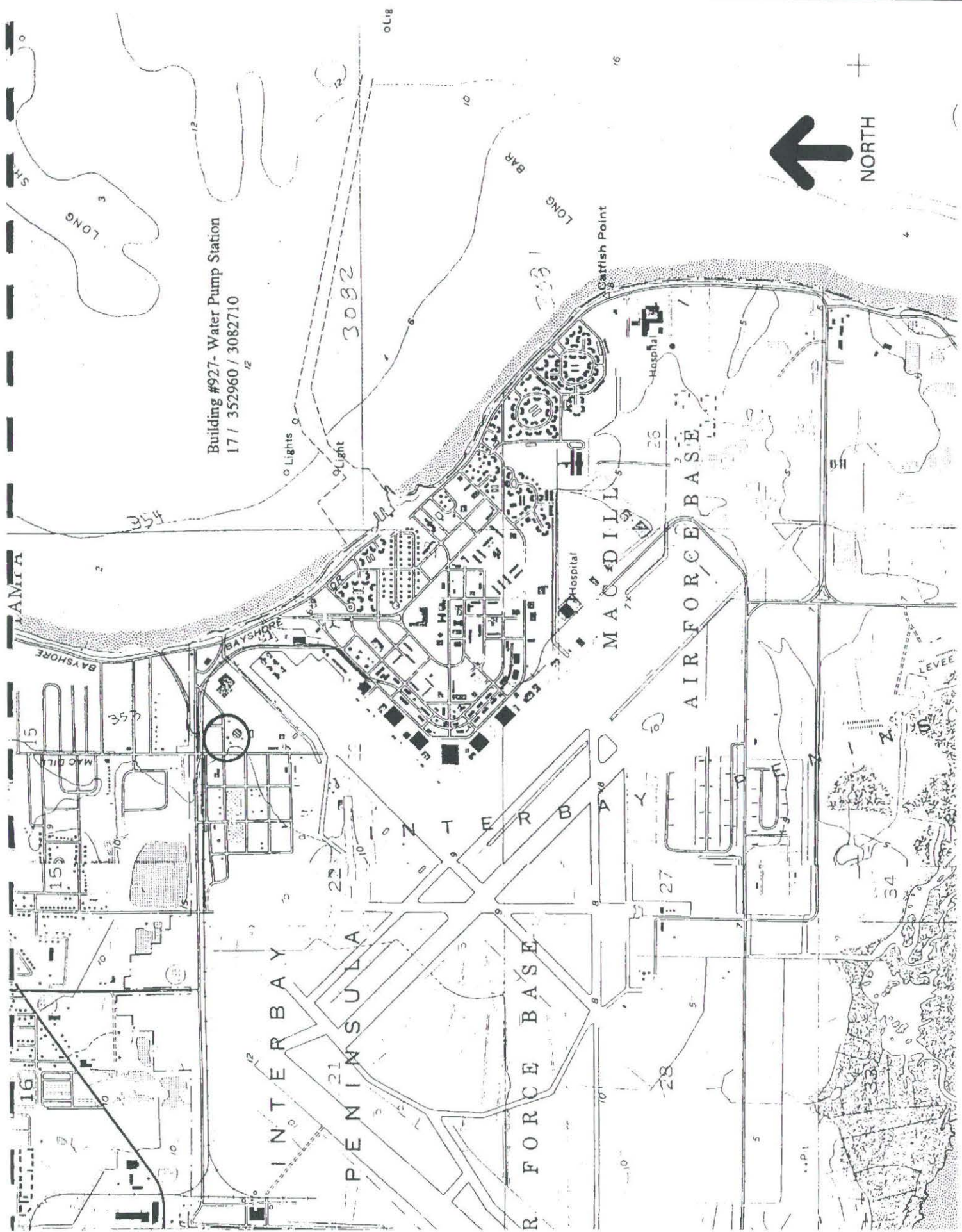
Attach a B/W photographic print here with plastic clip. Label the print itself with at least: the FMSF site number (survey number or site name if not available), direction and date of photograph. Prints larger than contact size are preferable.

REQUIRED: USGS MAP OR COPY WITH SITE LOCATION MARKED

MacDill AFB <i>Engl Manger</i> INSTALLATION NAME AND NO. <i>MV Stramba (DEE)</i> 2372		1 Apr 57 DATE		5-12.1-294 DRAWING NO.		REF-2372 <i>8420-4</i> RP ACCOUNT NO. CONTROL NO. <i>101103/111</i>		S-927 BUILDING NO.	
DIMENSIONS (Width x Length)						CODE			
MAIN BUILDING		OFFSETS		WINGS		BASEMENTS		STATE	
31' x 41'								Florida	
						ASSIGNMENT		710	
						SAV TAC		STP	
MATERIALS						TYPE OF CONSTRUCTION			
FOUNDATION		FLOOR		WALL		ROOF		Semi-Permanent	
Concrete Wall		Concrete		Aluminum Wood w/ <i>4x4</i> siding		Asphalt Shingle <i>1011/100111</i>		2	
HEATING						CONDITION		<i>usable class B</i> Usable Sub-Standard	
SOURCE		TYPE		FUEL		OCCUPANCY		1	
Warm Air Furn <i>Space Heating</i>		Individual Furnace Unit <i>Individual Space Heaters</i>		Gas		AF		1	
NO. OF USABLE FLOORS		FIRE PROTECTION				AIR FORCE INTEREST		1	
1		NO. 1		TYPE Fire Extinguisher		UNIT OF MEASURE (Other than area)			
						QUANTITY			
UTILITY CONNECTIONS		BLDG EQPT		NO.		TOTAL CAPACITY		NOMENCLATURE	
WATER		AIR						<i>1-1 1/2" G.I.</i> WTR PMP STN 842-249	
SEWER		CONDITIONING							
1-6" C.I.								800 84 842-249	
ELECTRIC		EVAPORATIVE						REMARKS	
2-110/220 V. 1 Phase 60 Amp		COOLING						Constructed as Water Pumping Plant No. 1 by WPA hired labor. Modified and rebuilt by Post Engineer in 1944 on Purchase Order DF-2835.	
GAS		MECHANICAL		1		16", 1/16 HP		4'x4' slab (concr) at door; 3'x6' sloping ramp; 3'x16' concr walk to drive.	
1-1 1/2" G.I.		COOLING							
STEAM		HOT WATER							
CONDENSATE		FACILITIES							

VOUCHER NO.	DATE	DESCRIPTION	DATE COMPLETED	AREA UNIT		COST		TOTAL COST	
				AMOUNT	TOTAL				
57-300	9 Apr 57	Original Building	1942	1,271 SF	1,271 SF	\$ 3,825	00	\$ 3,825	00
		Subsequent Improvements thru Mar 57				7,214	11	11,039	11
57-301	9 Apr 57	Transfer of "P" Property				3,215	00	14,254	11
59-105	3 Nov 58	Chlorinator Equipment from Fac. 1229				700	00	14,954	11
59-204	26 Feb 59	Inventory Count Record No. 79	29 Jan 59					14,954	11
BALANCES FORWARDED				1,271 SF	1,271 SF	14,954	11	14,954	11

VOUCHER NO.	DATE	DESCRIPTION	DATE COMPLETED	AREA UNIT		COST		TOTAL COST	
				AMOUNT	TOTAL				
927		BALANCES FORWARDED		1,271 SF	1,271 SF	14,954	11	14,954	11
60-187	22 Apr 60	Install Fluoridation System to existing Water Lines, W/O 478-58, Proj 6-58	14 Aug 59			3,369	00	18,323	11
60-163	29 Apr 60	Instl toilet bowl, w/o 578-60	8 Jan 60			73	27	18,396	38
61-54	28 Jun 61	Remove Pumping Unit & Continental Engine. W/O 514-61. Remove 8'x8' Base	21 Oct 60			850	00	17,546	38
61-393	28 Jun 61	Instl fan, switch & relocate louver, w/o 525-61	25 Apr 61			127	55	17,673	93
63-58	24 Oct 62	Constr Concr ramp & walk; alter bldg, w/o 415-62	22 May 62			157	15	17,831	08
63-379	3 Jun 63	Adj to Vou 63-58; caplz military labor, w/o 415-62	3 Jun 63			93	58	17,924	66
206-64	24 Mar 64	Replace gas heater w/gas furnace, 80,000 BTU; w/o 4720-4	18 Dec 63			250	00	18,174	66
95-65	30 Jul 64	Instl safty switches in pumps; w/o 5537-4	23 Jun 64			207	00	18,381	66
165-67	1 May 67	Instl shower, emerg, eye & face wash; w/o 8855-6	26 Oct 66	0		345	00	18,726	66
						199	00	19,921	66
Accountable data summarized on Voucher No. 700926									
Dated _____ converted to BRAMS.									
BALANCES FORWARDED									



NORTH

Building #927- Water Pump Station
17 / 352960 / 3082710

AIR FORCE BASE

MACDILL

INTERBAY

PENINSULA

LEVEE

Catfish Point

Long Bay

3082

o Lights

o Light

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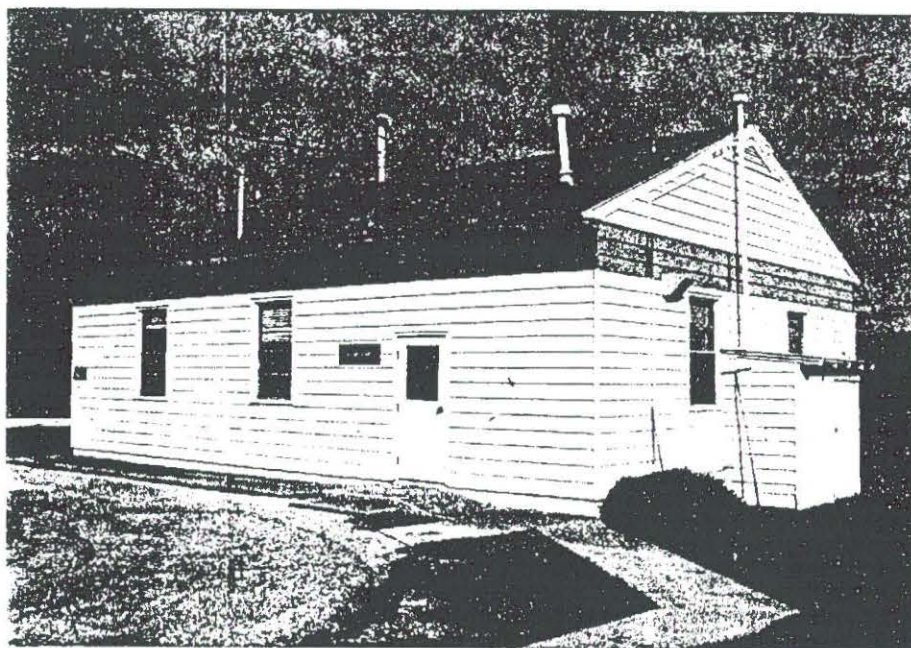
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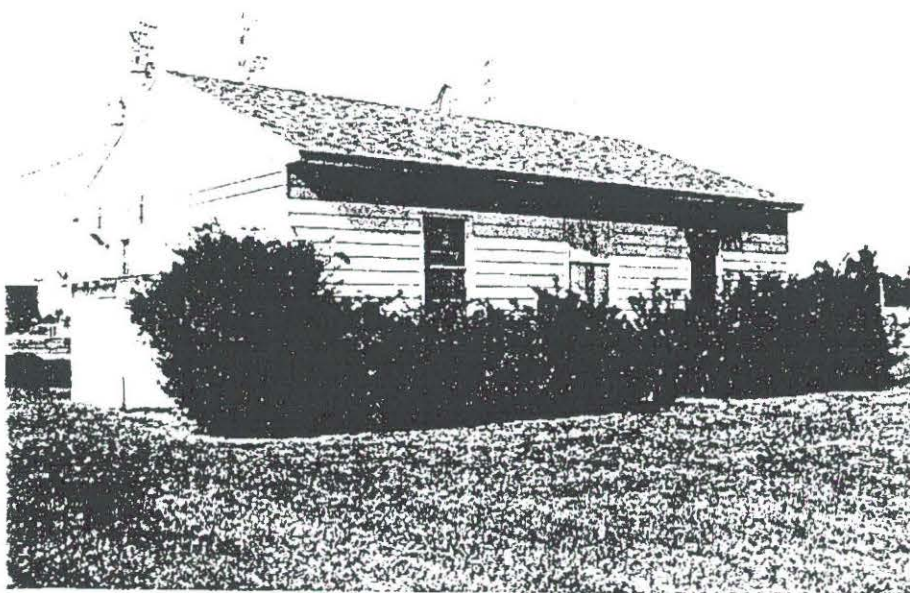
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Building 927 - Water Pump Station



Southwest Corner



Southeast Corner

MacDill Air Force Base,
Water Pumping Plant No. 2 (Building No. 928)
2832 Sea Swallow Avenue
Tampa
Hillsborough County
Florida

HABS No. FL-384-AX

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Building Survey
National Park Service
Southeast Region
Department of the Interior
Atlanta, Georgia 30303

HISTORIC AMERICAN BUILDINGS SURVEY

MacDill Air Force Base, Water Pumping Plant No. 2
(Building No. 928)

HABS No. FL-384-AX

Location: 2832 Sea Swallow Avenue
MacDill Air Force Base
Tampa, Hillsborough County, Florida
UTM Coordinates: 17-352940-3082690

Significance: The Water Pump Plant, due to its architectural integrity and contribution to the Second World War-era infrastructure, forms an integral part of MacDill Air Force Base's historic character. The station, associated with the wartime construction and development of the Base, formed part of the comprehensive sewage and water system which served the entire base. The building's architecture reflects its historic period, location, and function.

Description: Building #928, a one-story wooden frame structure with an attached tool shed, measures 13'6"x17'6" and initially cost \$120.00. The Pump House has a gable roof with asphalt shingles and wood trim. The original wood siding has been replaced with vinyl siding. The entire structure sits on a continuous raised concrete watertable. The Pump Plant's original windows have been replaced with aluminum frame, double-hung windows, and each facade has two windows. The interior of the building consists of a large open room and small office area. The Pump Plant still has most of its original machinery, including a Mueller pump, an Elliot single strainer, and a Fairbanks Morse motor. The walls are unfinished with the wood framing left exposed on the inside. The floor is exposed concrete.

History: Building #928, formerly known as Water Pump Plant Number 1, was constructed by the U.S. Army Corps of Engineers in 1942 with assistance from the Work Projects Administration. The construction of MacDill Field was the last large-scale WPA project to be implemented in Hillsborough County. In 1944, Post Engineers rebuilt the building for unknown reasons. The original generators and pumps are still in operation. The building is located in the north end of the Base which was originally allotted for the African-American troops. The facility connects to the original and present day Base water system, which is tied into the City of Tampa's system. The structure supports base operations and programs.

Sources: Air Force Form 1430 (Real Property Accountable Records)
Thunderbird, MacDill Field Quarterly, Summer & Winter Editions
Quarterly Histories of MacDill Field, 1939 - 1945

Historian: Hardlines: Design & Delineation
Columbus, Ohio & Bethesda, Maryland
October, 1993 - April, 1994

HISTORIC AMERICAN BUILDINGS SURVEY

INDEX TO PHOTOGRAPHS

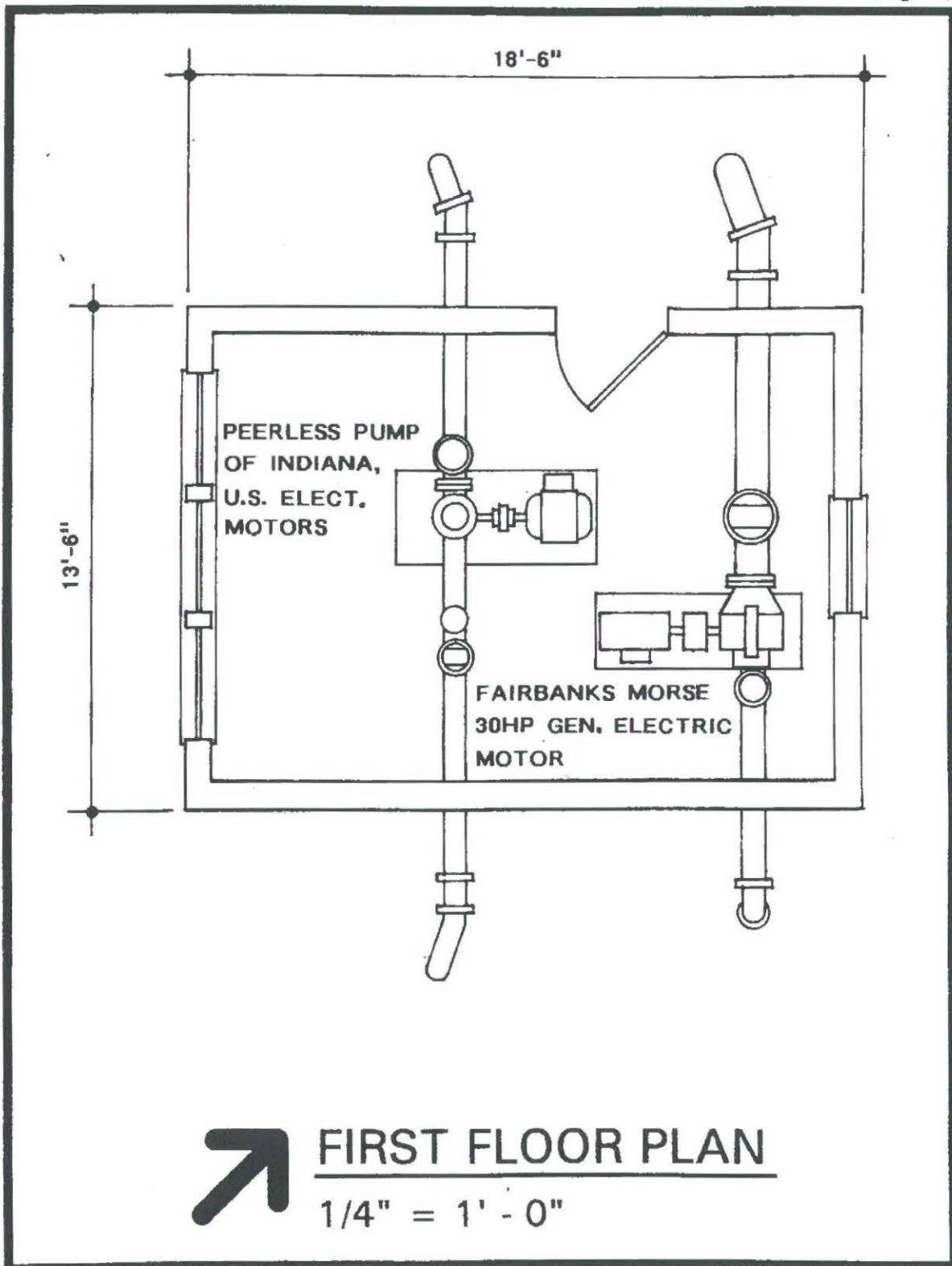
MacDill Air Force Base,
Water Pumping Plant No. 2 (Building No. 928)
2832 Sea Swallow Avenue
Tampa
Hillsborough County
Florida

HABS No. FL-384-AX

David H. Diesing, Hardlines Photographer January 1994

FL-384-AX-1	NORTHWEST FRONT AND NORTHEAST SIDE.
FL-384-AX-2	SOUTHWEST SIDE AND SOUTHEAST REAR.
FL-384-AX-3	INTERIOR VIEW OF PUMPING MACHINERY, FACING NORTHEAST.
FL-384-AX-4	INTERIOR VIEW OF PUMPING MACHINERY, FACING WEST.
FL-384-AX-5	DETAIL OF INTERIOR ROOF TRUSS.

Note: For additional written historical and descriptive information, please see the main entry for MacDill Air Force Base, HABS No. FL-384.



X original

FLORIDA MASTER SITE FILE

____ update

Version 1.1: 3/89

Recorder # _____

SITE NAME: Building #928 - Water Pump Station
 HISTORIC CONTEXTS: World War II and Aftermath
 NAT. REGISTER CATEGORY: District
 OTHER NAMES OR MSF NOS: Water Pumping Plant No. 2
 COUNTY: Hillsborough OWNERSHIP TYPE Federal
 PROJECT NAME: Historic Building Survey of MacDill Air Force Base DHR NO _____
 LOCATION (Attach copy of USGS map, sketch-map of immediate area)
 ADDRESS: No Address--Sea Swallow Avenue CITY: Tampa Vicinity
 VICINITY OF / ROUTE TO: Located at Southeast Corner of Sea Swallow Avenue and MacDill Avenue--Approximately 40 Feet East of Building #927
 SUBDIVISION: Not Applicable BLOCK NO N/A LOT NO N/A
 PLAT OR OTHER MAP: MacDill AFB Maps at Base Engineering & Real Property Office
 TOWNSHIP: N/A RANGE N/A SECTION N/A 1/4 N/A 1/4-1/4 N/A
 IRREGULAR SEC? X YES NO LAND GRANT Not Applicable
 USGS 7.5' MAP: Gibson, Florida, 1956, photo revised in 1987 (27082-G4-TF-024)
 UTM: ZONE 17 EASTING 352940 NORTHING 3082690
 COORDINATES: LATITUDE N/A D N/A M N/A S LONGITUDE N/A D N/A M N/A S

HISTORY

ARCHITECT: Department of the Army--Office of the Quartermaster General
 BUILDER: Army Corps of Engineers & Work Projects Administration
 CONSTRUCTION DATE 1942 CIRCA N/A RESTORATION DATES N/A
 MODIFICATION DATE(S) Rebuilt in 1944
 MOVE: DATE N/A ORIGINAL LOCATION MacDill Air Force Base, Florida
 ORIGINAL USE(S): Waterworks
 PRESENT USE(S): Waterworks

DESCRIPTION

STYLE: Military Vernacular
 PLAN: EXTERIOR: Rectangular
 INTERIOR: Other
 NOS: STORIES 1 OUTBLDGs 0 PORCHES 0 DORMERS 0
 STRUCTURAL SYSTEM(S): Wood Framing
 EXTERIOR FABRIC(S): Vinyl Siding
 FOUNDATION: TYPE Continuous MATERIAL Concrete
 INFILL Unknown
 PORCHES: None
 ROOF: TYPE Hip SURFACING Asphalt Shingles
 SECONDARY STRUCTURE None
 CHIMNEY: NOS 0 MATERIAL N/A LOCATION N/A
 WINDOWS: East & West Walls, Aluminum, DHS, 2/2
 EXTERIOR ORNAMENT: Vinyl sided walls with wood trim under roof eaves
 CONDITION: Good SURROUNDINGS Governmental-Military
 NARRATIVE: Bldg #928, a one story wood frame structure, measures 13'6"x17'6" and initially cost \$120.00. The Pump Station has a hip roof with wood trim. The original exterior covering, wood siding, has been replaced with vinyl siding. The Water Pump Plant was rebuilt in 1944 by Post Engineers.

ARCHAEOLOGICAL REMAINS AT THE SITE

FMSF ARCHAEOLOGICAL FORM COMPLETED? _____ YES X NO (IF YES, ATTACHMENT)
 ARTIFACTS OF OTHER REMAINS: None Observed

RECORDER'S EVALUATION OF SITE

AREAS OF SIGNIFICANCE: Military, Local, Engineering, Comm. Planning & Development
 Bldg #928 is connected to the original and present Base water system. The original generators and support units have been removed from the facility. The bldg was built with WPA labor.

ELIGIBLE FOR NAT. REGISTER? ☒ YES ☐ NO ☐ LIKELY, NEED INFO ☐ INSF INFO
 SIGNIF. PART OF DISTRICT? ☒ YES ☐ NO ☐ LIKELY, NEED INFO ☐ INSF INFO
 SIGNIFICANT AT LOCAL LEVEL? ☒ YES ☐ NO ☐ LIKELY, NEED INFO ☐ INSF INFO

SUMMARY ON SIGNIFICANCE: Bldg #928, formerly known as Water Pumping Plant #2, services the north end of the base. The pump house is part of MacDill's World War II era infrastructure which is slowly disappearing due to neglect and demolition.

*** DHR USE ONLY ***
 *
 * DATE LISTED ON NR _____
 * KEEPER DETERMINATION OF ELIG. (DATE): -YES _____ -NO _____
 * SHPO EVALUATION OF ELIGIBILITY (DATE): -YES _____ -NO _____
 * LOCAL DETERMINATION OF ELIG. (DATE): -YES _____ -NO _____
 * OFFICE _____
 *
 *** DHR USE ONLY ***

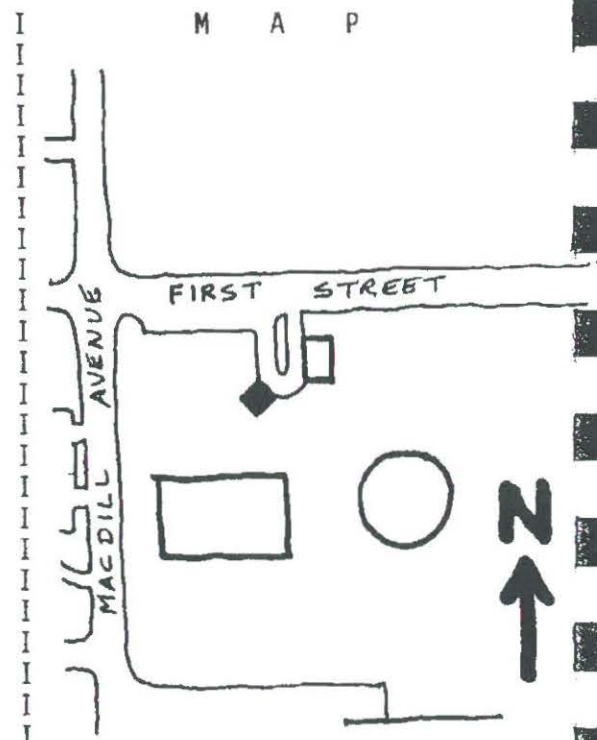
RECORDER INFORMATION: NAME D.Durst/C.Wang, Columbus, Ohio
 DATE: MONTH October YEAR 1993 AFFILIATION Hardlines: Design & Delineation

PHOTOGRAPHS (Attach a labeled print bigger than contact size)

LOCATION OF NEGATIVES: MacDill AFB, Envir. Management, Base Historic Pres. Officer
 NEGATIVE NUMBERS: Roll: 2/Frames: 29; Roll: 3/Frames: 24-25

P H O T O G R A P H

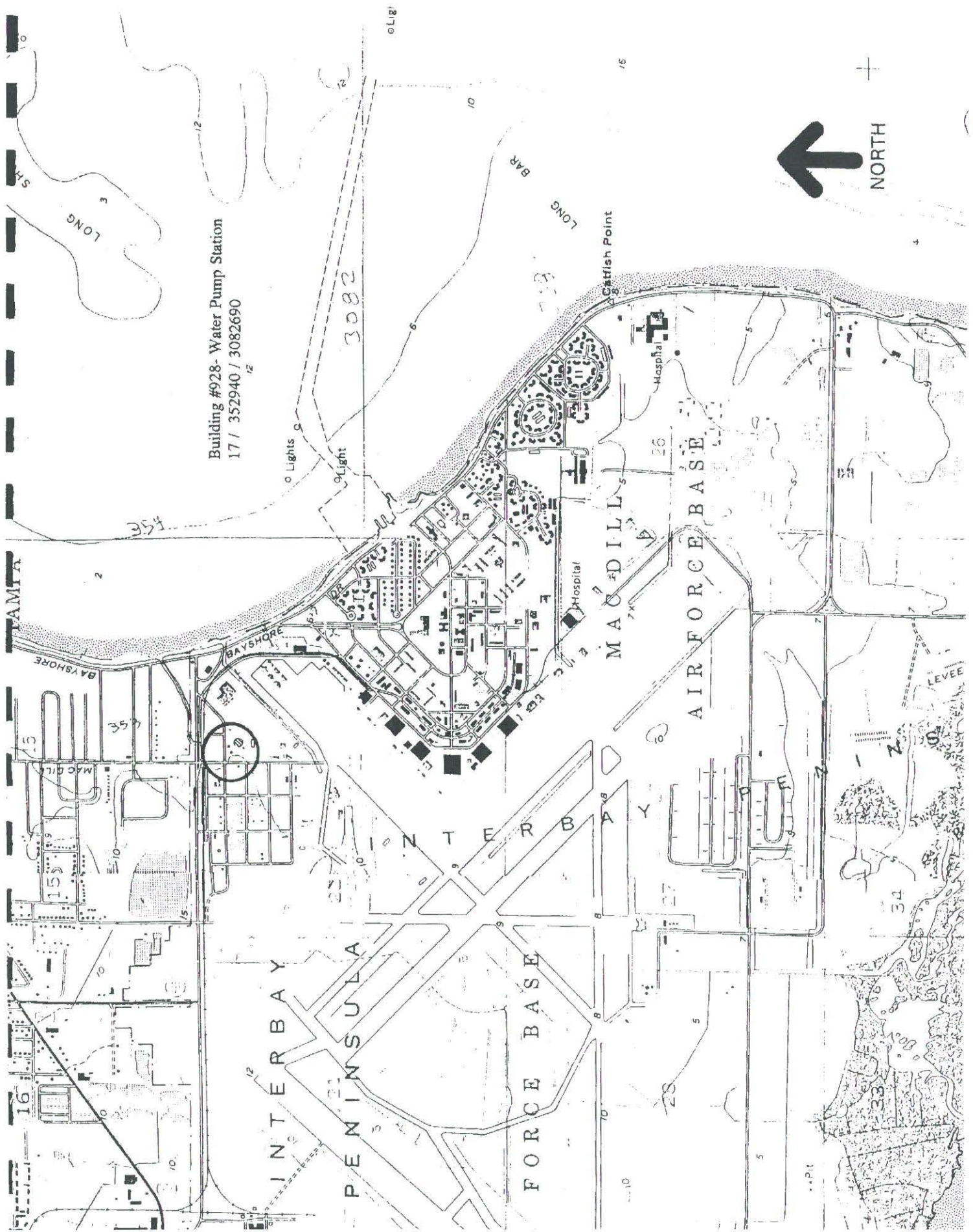
Attach a B/W photographic print here with plastic clip. Label the print itself with at least: the FMSF site number (survey number or site name if not available), direction and date of photograph. Prints larger than contact size are preferable.



REQUIRED: USGS MAP OR COPY WITH SITE LOCATION MARKED

McDill AFB RELATION NAME AND NO.		2372		1 Apr 57 DATE		Local Design DRAWING NO.		REF-2372 RP ACCOUNT NO.		58420-5 CONTROL NO.		S-928 BUILDING NO.			
DIMENSIONS (Width x length)										CODE					
MAIN BUILDING		OFFSETS		WINGS		BASEMENTS		STATE		710					
16" x 17'6"								Florida							
MATERIALS										ASSIGNMENT		3 T B			
FLOOR		WALL		ROOF		TYPE OF CONSTRUCTION		SAC TAC		2 S					
Concrete Wall		Concrete		Wood w/Asbestos Siding		Asphalt Shingle		Semi-Permanent							
HEATING										CONDITION		Usable class A			
E		TYPE		FUEL		OCCUPANCY		Usable Sub-Standard		1 X B					
1		1				AF		1							
FIRE PROTECTION										AIR FORCE INTEREST		Owned		1 X	
NO.		TYPE		FIRE EXTINGUISHER		UNIT OF MEASURE (Other than area)									
1		1				QUANTITY									
UTILITY CONNECTIONS		BLDG EQPT		NO.		TOTAL CAPACITY		NOMENCLATURE		WTR PMP STN		842-249			
		AIR CONDITIONING						CATEGORY		800 84		842-249			
RIC		EVAPORATIVE COOLING						REMARKS		Constructed as Water Pumping Plant No. 2 by WPA hired labor. Rebuilt by Post Engineer in 1944 on Purchase Order DF-2835.					
2-110/220V, 1 Phase, 60 Amp		MECHANICAL COOLING													
NSATE		HOT WATER FACILITIES													

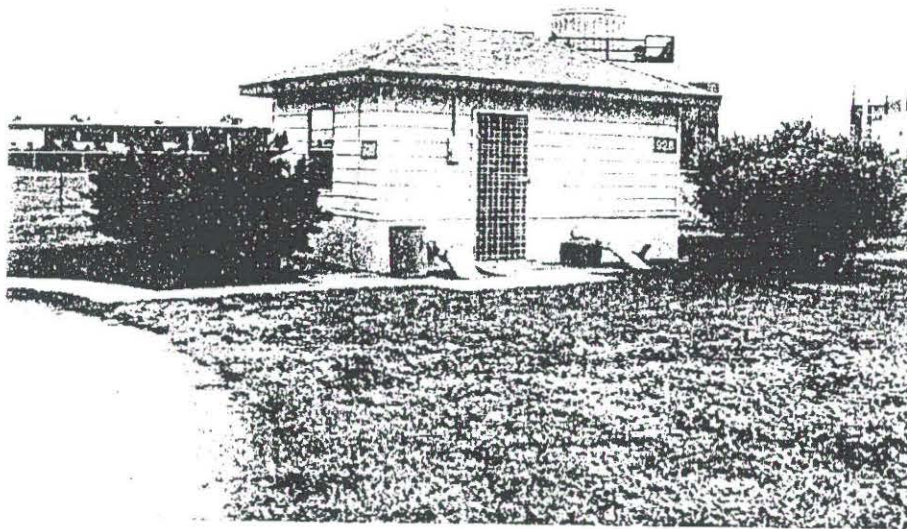
HER NO.	DATE	DESCRIPTION	DATE COMPLETED	AREA UNIT		COST		TOTAL COST	
				AMOUNT	TOTAL				
-300	9 Apr 57	Original Building	1942	236 SF	236 SF	\$ 120 00		\$ 120 00	
		Subsequent Improvements thru Mar 57				1,725 00		1,845 00	
-301	9 Apr 57	Transfer of "P" Property				62 50		1,907 50	
-105	3 Nov 58	Chlorinator Equipment from Fac. 1229				200 00		2,107 50	
-204	26 Feb 59	Inventory Count Record No. 80	29 Jan 59					2,107 50	
BALANCES FORWARDED				236 SF	236 SF	\$ 2,107 50		\$ 2,107 50	



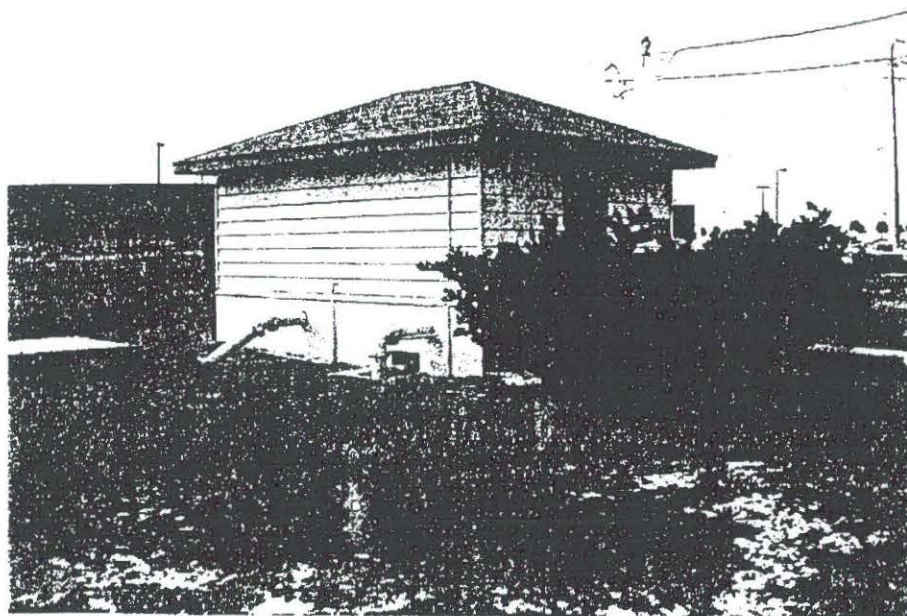
Building #928- Water Pump Station
17 / 352940 / 3082690



Building 928 - Water Pump Station



North Corner



East Corner

MacDill Air Force Base,
Auto Maintenance Shop (Building No. 1050)
7304 South MacDill Avenue
Tampa
Hillsborough County
Florida

HABS No. FL-384-AY

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Building Survey
National Park Service
Southeast Region
Department of the Interior
Atlanta, Georgia 30303

HISTORIC AMERICAN BUILDINGS SURVEY

MacDill Air Force Base, Auto Maintenance Shop
(Building No. 1050)

HABS No. FL-384-AY

- Location:** 7304 South MacDill Avenue
MacDill Air Force Base
Tampa, Hillsborough County, Florida
UTM Coordinates: 17-352980-3082580
- Significance:** The Auto Maintenance Shop, due to its architectural integrity and contribution to the Second World War-era infrastructure, forms an integral part of MacDill Air Force Base's historic character. The building, associated with the wartime construction and development of the Base, supported MacDill's training and operation programs which contributed to the European and Pacific theaters of operations. The building's architecture reflects its historic period and function.
- Description:** Building #1050, a one-story concrete block structure, measures 48'x160' and initially cost \$17,489.85. The maintenance shop's roof, predominately flat, has a very shallow gable. The facility is divided into three sections. The west section holds one office, rest rooms, and several work shop spaces. The center section is subdivided into six vehicle storage bays. The central portion of the building is used to service and store motor vehicles. In this section, there are six overhead doors located on both the north and south walls. The east section holds offices and rest rooms. The original windows have been replaced with aluminum frame versions. The finish floor is exposed concrete. This building is located on the north end of the Base.
- History:** The maintenance shop was constructed by the U.S. Army Corps of Engineers in 1944. The facility originally served as an auto maintenance shop. In 1956, the building was redesignated as the Fuel Mobility and Vehicle Maintenance Shop. Today, the building is used to service and repair mobile fuel dispensing vehicles. When MacDill Field originally practiced a separate but equal racial policy, the base allotted the north end of the field for the Black troops. The former Auto Maintenance shop is believed to be the last remaining structure from the Black troop area. This building was part of the Black troops' motor pool facility. The building's role was to provide and service motor vehicles for the Black troops. Buildings #32, #33, and #34 served as the white troops motor pool.
- Sources:** Air Force Form 1430 (Real Property Accountable Records)
Thunderbird, MacDill Field Quarterly, Summer & Winter Editions
Quarterly Histories of MacDill Field, 1939 - 1945
- Historian:** Hardlines: Design & Delineation
Columbus, Ohio & Bethesda, Maryland
October, 1993 - April, 1994

HISTORIC AMERICAN BUILDINGS SURVEY

INDEX TO PHOTOGRAPHS

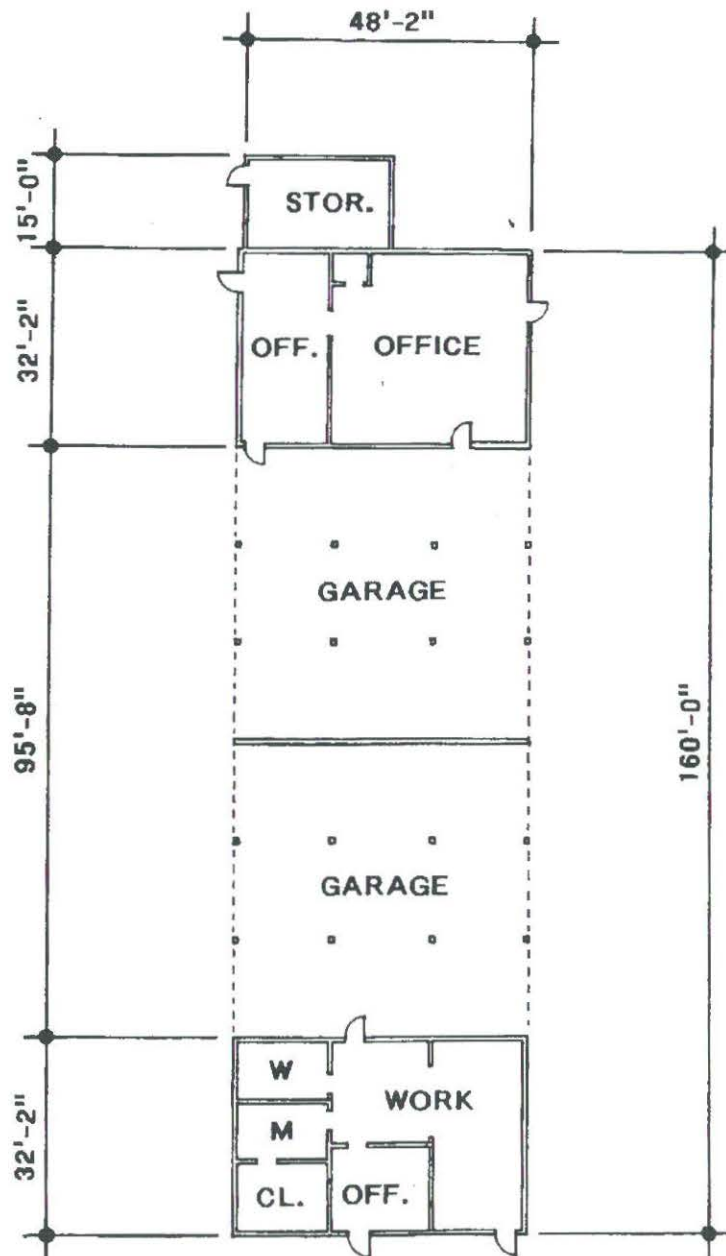
MacDill Air Force Base,
Auto Maintenance Shop (Building No. 1050)
7304 South MacDill Avenue
Tampa
Hillsborough County
Florida

HABS No. FL-384-AY

David H. Diesing, Hardlines Photographer January 1994

FL-384-AY-1	NORTH FRONT AND WEST SIDE.
FL-384-AY-2	SOUTH REAR AND WEST SIDE.
FL-384-AY-3	SOUTH REAR AND PART OF EAST SIDE.
FL-384-AY-4	INTERIOR OF SOUTH GARAGE, FACING SOUTHEAST.
FL-384-AY-5	INTERIOR OF SOUTH GARAGE, FACING NORTHWEST.
FL-384-AY-6	INTERIOR OF WORK ROOM, FACING SOUTHWEST.

Note: For additional written historical and descriptive information, please see the main entry for MacDill Air Force Base, HABS No. FL-384.



FIRST FLOOR PLAN

1" = 30' - 0"

☒ original☐ update

Version 1.1: 3/89

Recorder #

SITE NAME: Building #1050 - Fuel Mobility and Vehicle MaintenanceHISTORIC CONTEXTS: World War II and AftermathNAT. REGISTER CATEGORY: DistrictOTHER NAMES OR MSF NOS: Auto Maintenance Shop; Morale, Welfare & RecreationCOUNTY: Hillsborough OWNERSHIP TYPE FederalPROJECT NAME: Historic Building Survey of MacDill Air Force Base DHR NO

LOCATION (Attach copy of USGS map, sketch-map of immediate area)

ADDRESS: 7304 South MacDill Avenue CITY: Tampa VicinityVICINITY OF / ROUTE TO: Located at Southeast Corner of South MacDill Avenue and Second StreetSUBDIVISION: Not Applicable BLOCK NO N/A LOT NO N/APLAT OR OTHER MAP: MacDill AFB Maps at Base Engineering & Real Property OfficeTOWNSHIP: N/A RANGE N/A SECTION N/A 1/4 N/A 1/4-1/4 N/AIRREGULAR SEC? ☒ YES ☐ NO LAND GRANT Not ApplicableUSGS 7.5' MAP: Gibsonton, Florida, 1956, photo revised in 1987 (27082-G4-TF-024)UTM: ZONE 17 EASTING 352980 NORTHING 3082580COORDINATES: LATITUDE N/A D N/A M N/A S LONGITUDE N/A D N/A M N/A S

HISTORY

ARCHITECT: Department of the Army--Office of the Quartermaster GeneralBUILDER: Army Corps of EngineersCONSTRUCTION DATE 1944 CIRCA N/A RESTORATION DATES N/AMODIFICATION DATE(S) 1956MOVE: DATE N/A ORIGINAL LOCATION MacDill Air Force Base, FloridaORIGINAL USE(S): MaintenancePRESENT USE(S): Maintenance

DESCRIPTION

STYLE: Military VernacularPLAN: EXTERIOR: RectangularINTERIOR: OtherNOS: STORIES 1 OUTBLDGs 0 PORCHES 0 DORMERS 0STRUCTURAL SYSTEM(S): Concrete Block & Wood FramingEXTERIOR FABRIC(S): Concrete BlockFOUNDATION: TYPE Continuous MATERIAL ConcreteINFILL UnknownPORCHES: NoneROOF: TYPE Flat SURFACING Built-UpSECONDARY STRUCTURE NoneCHIMNEY: NOS 0 MATERIAL N/A LOCATION N/AWINDOWS: All Walls, Aluminum, DHS, 2/2EXTERIOR ORNAMENT: Concrete Walls with wood trim at top of the wallsCONDITION: Good SURROUNDINGS Governmental-Military

NARRATIVE: Bldg #1050, a one story, concrete block structure, measures 48'x160' and cost \$17,489.85. The facility is divided into three sections. The center section, subdivided into 6 bays, is used to store and serve motor vehicles. Both the north and south walls of the center area have six overhead doors. Offices and work spaces are located in the east and west ends of the bldg. The roof, predominately flat, has very shallow gable slope for drainage.

ARCHAEOLOGICAL REMAINS AT THE SITE

MSF ARCHAEOLOGICAL FORM COMPLETED? ☐ YES ☒ NO (IF YES, ATTACHMENT)ARTIFACTS OF OTHER REMAINS: None Observed

RECORDER'S EVALUATION OF SITE

AREAS OF SIGNIFICANCE: Military, African-American, Community Planning/Development,
Local, Engineering

Bldg #1050 is located on the north end of the base. The north end was originally set aside for the Black troops. The base practiced a separate but equal policy and therefore the Black personnel received their own housing, recreation, and maintenance facilities.

ELIGIBLE FOR NAT. REGISTER? ☒ YES ☐ NO ☐ LIKELY, NEED INFO ☐ INSF INFO
SIGNIF. PART OF DISTRICT? ☒ YES ☐ NO ☐ LIKELY, NEED INFO ☐ INSF INFO
SIGNIFICANT AT LOCAL LEVEL? ☒ YES ☐ NO ☐ LIKELY, NEED INFO ☐ INSF INFO

SUMMARY ON SIGNIFICANCE: Bldg #1050 is part of MacDill's World War II era infrastructure that tends to disappear due to neglect and demolition. It is still actively used by all base personnel and organizations. The facility is last remaining bldg associated w/th African-American camp area from the WWII-era.

*** DHR USE ONLY *** DHR USE ONLY ***

DATE LISTED ON NR _____
* KEEPER DETERMINATION OF ELIG. (DATE): -YES _____ -NO _____
* SHPO EVALUATION OF ELIGIBILITY (DATE): -YES _____ -NO _____
* LOCAL DETERMINATION OF ELIG. (DATE): -YES _____ -NO _____
* OFFICE _____

*** DHR USE ONLY *** DHR USE ONLY ***

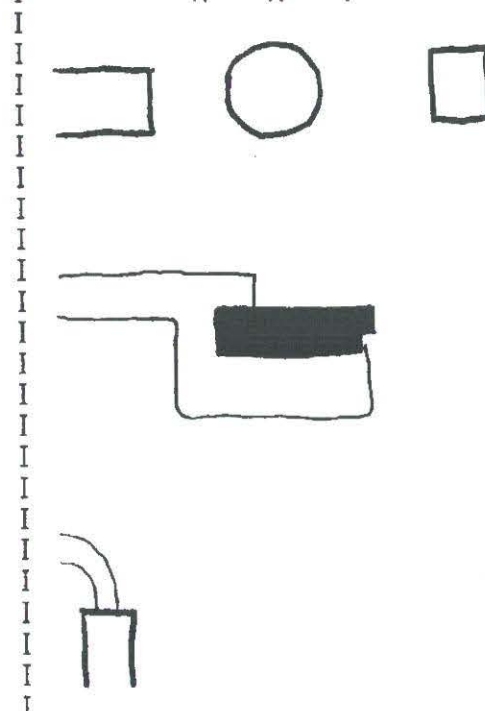
RECORDER INFORMATION: NAME D.Durst/C.Wang, Columbus, Ohio
DATE: MONTH October YEAR 1993 AFFILIATION Hardlines: Design & Delineation

PHOTOGRAPHS (Attach a labeled print bigger than contact size)

LOCATION OF NEGATIVES: MacDill AFB, Envir. Management, Base Historic Pres. Officer
NEGATIVE NUMBERS: Roll: 2/Frames: 25-26; Roll: 3/Frames: 26-27

P H O T O G R A P H

I M A P



Attach a B/W photographic print here with plastic clip. Label the print itself with at least: the FMSF site number (survey number or site name if not available), direction and date of photograph. Prints larger than contact size are preferable.

REQUIRED: USGS MAP OR COPY WITH SITE LOCATION MARKED

MacDill AFB

REF-2372

1 May 62

T.O. 5-12.3-

REF-2372

57401-44

S-1050

5

ALLIATION NAME AND NO.

DATE

DRAWING NO.

RP ACCOUNT NO.

CONTROL NO.

BUILDING NO.

DIMENSIONS (Width x Length)

MAIN BUILDING	OFFSETS	RINGS	BASEMENTS
1' x 160'			

STATE	CODE
Florida	710
ASSIGNMENT	
SAC TAC	6 T

MATERIALS

LOCATION	FLOOR	WALL	ROOF
Concrete Wall	Concrete	Concrete Block	Roll Roofing

TYPE OF CONSTRUCTION	CONDITION
Semi-Permanent	2
USEABLE SUBSTANDARD	2 3

HEATING

TYPE	FUEL
Individual Space Heaters	Oil

OCCUPANCY	AIR FORCE INTEREST
AF	1
Owned	1

NO. OF USABLE FLOORS

FIRE PROTECTION

NO.	TYPE
1	Fire Extinguishers

UNIT OF MEASURE (Other than area)	QUANTITY

UTILITY CONNECTIONS

BLDG EQPT

NO.

TOTAL CAPACITY

NO.	TYPE	NO.	TOTAL CAPACITY
1-2" G.I.	AIR CONDITIONING		
1-6" C.I.	EVAPORATIVE COOLING		
1-110/220V, 3 Phase, 100 Amp	MECHANICAL COOLING		
	HOT WATER FACILITIES		

NOMENCLATURE	214-425
AUTO-MAINT-SHP	

CATEGORY	214-425
21 MAINTENANCE FACILITIES	

REMARKS	740-679
74 MORALE, WELFARE & RECR., INT.	
Permanently redesignated effective 31 May 63 -	
Hq SAC Ind to Ltr, 6th Air Div Undated.	

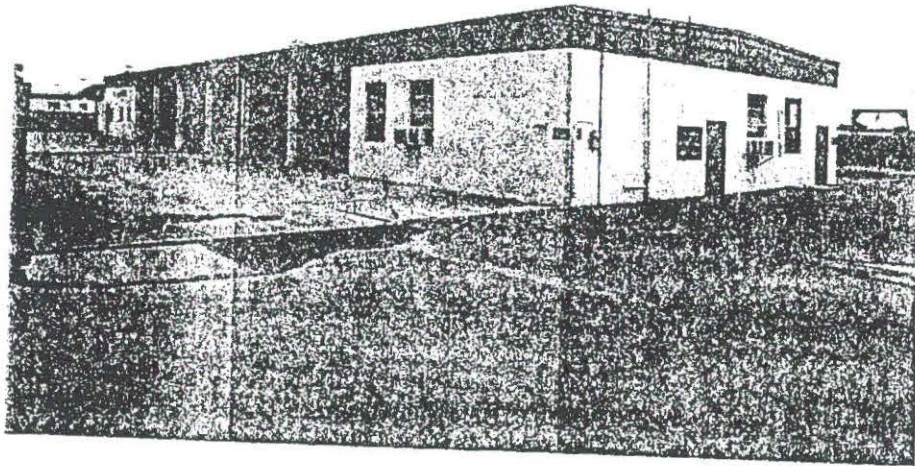
ORDER NO.	DATE	DESCRIPTION	DATE COMPLETED	AREA UNIT		COST		TOTAL COST
				AMOUNT	TOTAL			
2-237	1 May 62	Brt Fwd from 57403-32, Retired	1964	7,680 SF	7,680 SF	17,489	85	17,489 85
3-343	10 May 63	Extnd exst fan ventilating sys w/o 2141-63	11 Mar 63			101	44	17,591 29
81-64	13 Mar 64	Instl 2 Fluro Fixt in Latrine; w/o 4960-4	21 Jan 64			89	00	17,680 29
300-64	17 Apr 64	Rmve 36" Exhst Fan & 5 Vapor Proof Lites; w/o 1629-63	7 Aug 63			125	00	17,555 29
300-64	17 Apr 64	Const Latrine w/2 toilets, 2 urinals, 1 Sink; w/o 1629-63	7 Aug 63			767	70	18,322 99
BALANCES FORWARDED					7,680 SF			18,322 99

FORM 1430 REPLACES DA FORM 5-47, 1 NOV 45 WHICH IS OBSOLETE IN THE USAF.

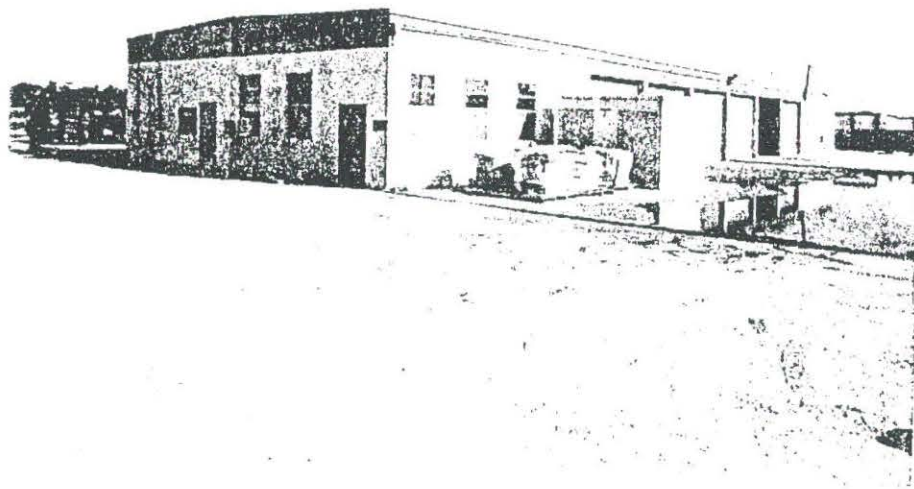
REAL PROPERTY ACCOUNTABLE RECORD - BUILDINGS

[illegible]

Building 1050 - Fuel Mobility and Vehicle Maintenance



Northwest Corner



Southwest Corner

**DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA**

**Attachment B:
Memorandum of Agreement**

**DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA**

MEMORANDUM OF AGREEMENT

WHEREAS, MacDill Air Force Base (AFB) has determined that the demolition of Buildings 927, 928 and 1050, both contributing structures in the proposed MacDill Field Historic District, will have an adverse effect on the district, and has consulted with the Florida State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f);

NOW, THEREFORE, MacDill AFB and SHPO agree that the undertaking shall be implemented in accordance with the following stipulation in order to take into account the effect of the undertaking on historic properties.

Stipulations

MacDill AFB will ensure that the following measures are carried out:

1. MacDill AFB shall submit a copy of Historic American Building Survey Level III documentation for Buildings 927, 928, and 1050 to the Florida SHPO.

Execution of this Memorandum of Agreement by MacDill AFB and the Florida SHPO and implementation of its terms are evidence that MacDill AFB has afforded the Council an opportunity to comment on the demolition and its effect on historic properties, and that MacDill AFB has taken into account the effects of the undertaking on historic properties.

By: _____ Date: _____
6 AMW/CC

By: _____ Date: _____
Florida State Historic Preservation Officer



**DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA**

**MEMORANDUM FOR US FISH AND WILDLIFE SERVICE
9549 KROGER BLVD, SUITE 11
ST. PETERSBURG, FLORIDA 33702**

**FROM: 6 CES/CD
7621 HILLSBOROUGH LOOP DRIVE
MACDILL AFB FLORIDA 33621-5207**

**SUBJECT: US Fish and Wildlife Service Coordination on Construction at US Central
Command Headquarters Complex at MacDill Air Force Base (AFB)**

1. United States Central Command (USCENTCOM) intends to implement a large facility improvement project with the goal of providing increased, permanent administrative space and improving force protection around the USCENTCOM plaza. The proposed action includes significant redesign and modification of the layout of the complex, including the completion of a USCENTCOM building addition, the construction of Coalition Village, the construction of a Joint Intelligence Center, Central Command (JICCENT) building, construction of a US Marine Forces Central Command (MARCENT) building, construction of several ancillary buildings for expansion, and the completion of a multi-story parking garage.
2. The project also includes the demolition of Buildings 95, 529, 530, 531, 535, 536, 537, 538, 543, 546 and 1050. Buildings 927 and 928, associated with the base's water supply, would be replaced with like structures and then demolished. The buildings' associated parking lots, curbing, sidewalks, etc. would be demolished, and the area re-vegetated.
3. A representative from the MacDill AFB Natural Resources staff surveyed the sites to determine if any threatened or endangered species inhabit the sites. The area encompassing the proposed new USCENTCOM Addition, Coalition Village, JICCENT building and the other facilities within the USCENTCOM plaza have not been identified as critical habitat for any threatened or endangered species. Consequently, MacDill AFB believes that the proposed project would not adversely impact threatened or endangered species. If the U.S. Fish and Wildlife Service agree with this assessment, please document your concurrence by stamp or signing where indicated below. If you would like to inspect the proposed construction site, please contact the MacDill AFB Natural Resources staff.

DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA

4. If you have any questions or require additional information on the proposed project, please contact Mr. Jason Kirkpatrick at (813) 828-0459.


KENNETH E. DOMAKO, GS-13
Deputy Base Civil Engineer

Attachment:

Figure 1: Proposed Construction at US Central Command Headquarters Complex at MacDill Air Force Base

1st Ind, US Fish & Wildlife Service

MEMORANDUM FOR 6 CES/CD

The US Fish and Wildlife Service agrees above will not adversely impact the Base.



FWS Log No.

06-1-0020

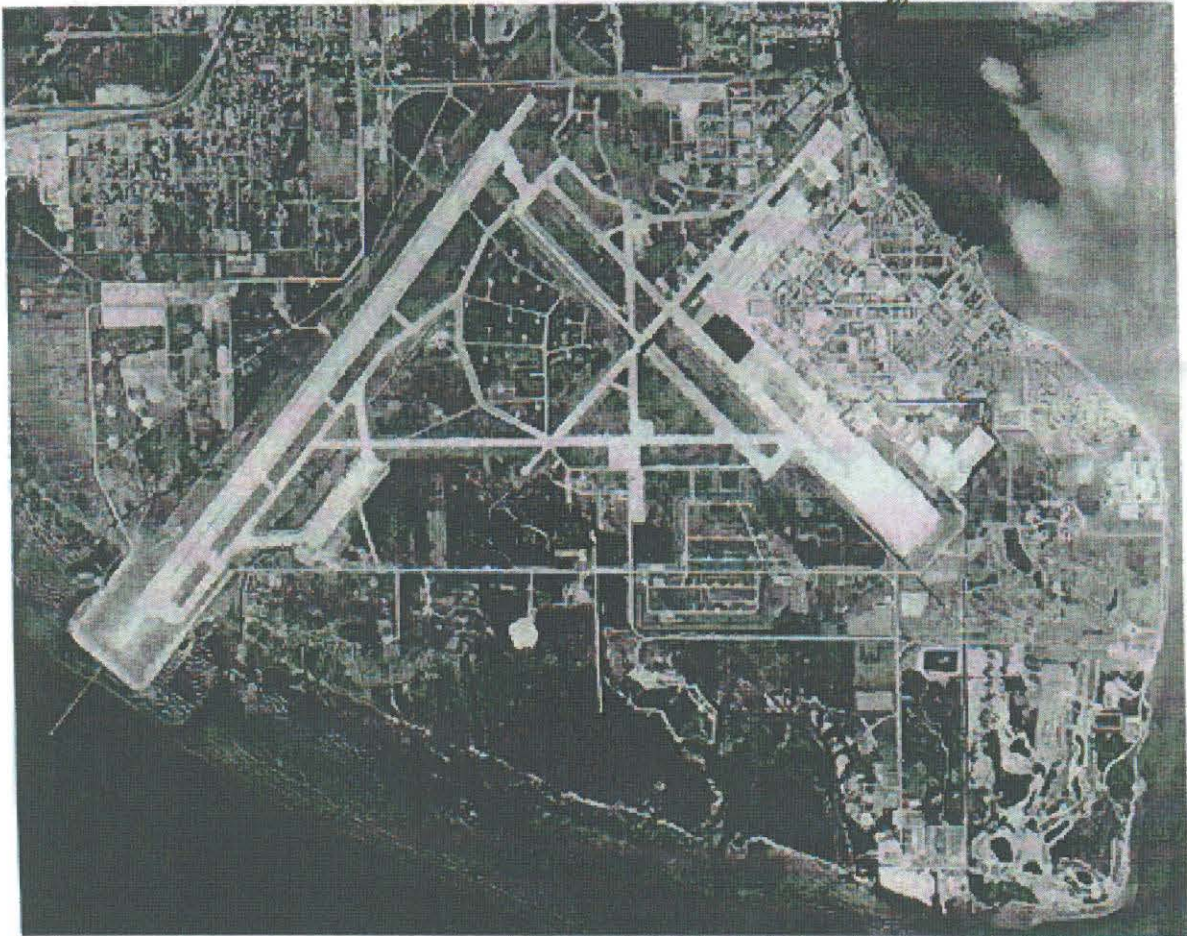
The proposed action is not likely to adversely affect resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). This finding fulfills the requirements of the Act.


David L. Hinkla
Field Supervisor

10/24/05
Date

**DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA**

USCENTCOM
Complex



**Figure 1: Proposed Construction at US Central Command Headquarters
Complex, MacDill Air Force Base, Florida**

(Not to Scale)



Jeb Bush
Governor

Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Colleen M. Castille
Secretary

November 8, 2005

Mr. R. Daniel Lewis, P.G.
ATC Associates, Inc.
5602 Thompson Center Court, Suite 405
Tampa, Florida 33634

RECEIVED
NOV 10 2005

BY: _____

RE: Department of the Air Force – Draft Environmental Assessment for Construction at
U.S. Central Command Headquarters Complex, MacDill Air Force Base – Tampa,
Hillsborough County, Florida.
SAI # FL200511081649C

Dear Mr. Lewis:

Florida State Clearinghouse staff, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has reviewed the referenced draft environmental assessment (EA).

Based on the information contained in the draft EA, the state has determined that the proposed federal activities are consistent with the Florida Coastal Management Program (FCMP). Please continue to coordinate with the State Historic Preservation Officer (SHPO) at the Florida Department of State on the proposed demolition project to ensure compliance with the applicable federal and state historic preservation requirements. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage.

Thank you for the opportunity to review the proposed project. If you have any questions regarding this letter, please contact Ms. Lauren P. Milligan at (850) 245-2170.

Sincerely,

Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/lm

cc: Jason Kirkpatrick, MacDill AFB

Robert Lewis

From: Mark Sramek [Mark.Sramek@noaa.gov]
Sent: Wednesday, October 19, 2005 4:16 PM
To: robert.lewis@atcassociates.com
Cc: Jason Kirkpatrick
Subject: US Central Command HQ Complex at MacDill AFB, Florida

Subject: MacDill AFB US Central Command Headquarters Complex
County: Hillsborough
Notice Date: October 5, 2005

NOAA's National Marine Fisheries Service, Habitat Conservation Division, has reviewed the information provided regarding the subject project. Based on our initial assessment, we anticipate that any adverse effects that might occur on marine and anadromous fishery resources would be minimal and, therefore, do not have any comments to provide at this time.

APPENDIX D

CONSTRUCTION SITE AIR EMISSIONS ESTIMATES

**CONSTRUCTION AT US CENTRAL COMMAND HEADQUARTERS COMPLEX
MAC DILL AFB, FLORIDA
TABLE D-1
CONSTRUCTION SITE AIR EMISSIONS ESTIMATES
(Combustive Emissions of ROG, NOx, SO2, CO and PM10 Due to Construction)**

10-Nov-05

Input:

Total Building Area: 145,000 ft²
 Total Paved Area: 10,000 ft²
 Total Disturbed Area: 17.5 acres
 Construction Duration: 1.0 years
 Annual Construction Activity: 260 days/yr

Estimation:

**Phased Project-estimates based on assumed
most-intrusive tasks**

Concurrent construction of JICCEN (85,000 square feet)
 a 60,000 square-foot phase of the parking garage,
 and a 10,000-square foot CE Heavy Equipment Shop
 within the same year
 Pavement Area Estimated at 10,000 sq. ft.

Up to 17.5 acres disturbed at a given time

Duration: 12 months

Results:[Average per Year Over the Construction Period]

	ROG	NOx	SO2	CO	PM10
Emissions, lb/day	83.03	281.32	14.03	242.50	23.46
Emissions, tons/yr	10.79	36.57	1.82	31.53	3.05

Calculation of Unmitigated Emissions

Summary of Input Parameters

	ROG	NOx	SO2	CO	PM10
Total new acres disturbed:	17.50	17.50	17.50	17.50	17.50
Total new acres paved:	0.23	0.23	0.23	0.23	0.23
Total new building space, ft ² :	145,000	145,000	145,000	145,000	145,000
Total years:	1.00	1.00	1.00	1.00	1.00
Area graded, acres in 1 yr:	17.50	17.50	17.50	17.50	17.50
Area paved, acres in 1 yr:	0.23	0.23	0.23	0.23	0.23
Building space, ft ² in 1 yr:	145,000	145,000	145,000	145,000	145,000

Annual Emissions by Source (lbs/day)

	ROG	NOx	SO2	CO	PM10
Grading Equipment	4.4	28.0	1.9	6.1	4.9
Asphalt Paving	0.06	0.0	0.0	0.0	0.0
Stationary Equipment	24.4	19.9	1.3	4.3	1.2
Mobile Equipment	23.2	233.5	10.8	232.1	17.4
Architectural Coatings (Non-Res)	31.0	0.0	0.0	0.0	0.0
Total Emissions (lbs/day):	83.03	281.32	14.03	242.50	23.46

Emission Factors

Reference: Air Quality Thresholds of Significance, SMAQMD, 1994.

Source	SMAQMD Emission Factor				
	ROG	NOx	SO2 *	CO *	PM10
Grading Equipment	2.50E-01 lb/acre/day	1.60E+00 lb/acre/day	0.11 lb/acre/day	0.35 lb/acre/day	2.80E-01 lb/acre/day
Asphalt Paving	2.62E-01 lb/acre/day	NA	NA	NA	NA
Stationary Equipment	1.68E-04 lb/day/ft ²	1.37E-04 lb/day/ft ²	9.11E-06 lb/day/ft ²	2.97E-05 lb/day/ft ²	8.00E-06 lb/day/ft ²
Mobile Equipment	1.60E-04 lb/day/ft ²	1.61E-03 lb/day/ft ²	7.48E-05 lb/day/ft ²	0.0016 lb/day/ft ²	1.20E-04 lb/day/ft ²
Architectural Coatings (Non-Res)	8.15E-02 lb/day/ft	NA	NA	NA	NA

* Factors for grading equipment and stationary equipment are calculated from AP-42 for diesel engines using ratios with the NOx factors.

Factors for mobile equipment are calculated from ratios with Mobile5a 2001 NOx emission factors for heavy duty trucks for each site.

CONSTRUCTION AT US CENTRAL COMMAND HEADQUARTERS COMPLEX
TABLE D-1
CONSTRUCTION SITE AIR EMISSIONS ESTIMATES
MacDill AFB, FLORIDA
CONSTRUCTION EMISSION FACTOR

Calculation of PM10 Emissions Due to Site Preparation (Uncontrolled).
 Revised 16 June 1997.

User Input Parameters / Assumptions

Acres graded per year:	17.5	acres/yr
Grading days/yr:	57	days/yr (From "grading")
Exposed days/yr:	180	days/yr graded area is exposed
Grading Hours/day:	8	hr/day
Soil piles area fraction:	0.01	(Fraction of site area covered by soil piles)
Soil percent silt, s:	15	%
Soil percent moisture, M:	8	%
Annual rainfall days, H:	107	days/yr that rainfall exceeds 0.01 inch (Tampa, FL)
Wind speed > 12 mph %, I:	12	%
Fraction of TSP, J:	0.45	(SCAQMD recommendation)
Mean vehicle speed, S:	5	mi/hr (On-site)
Dozer path width:	5	ft
Qty construction vehicles:	2	vehicles
On-site VMT/vehicle/day:	5	mi/veh/day (Excluding bulldozer VMT during grading)

Emissions Due to Soil Disturbance Activities

Operation Parameters (Calculated from User Inputs)

Grading duration per acre	26.1 hr/acre	
Bulldozer mileage per acre	1.7 VMT/acre	(Miles traveled by bulldozer during grading)
Construction VMT per day	11 VMT/day	
Construction VMT per acre	34.2 VMT/acre	(Travel on unpaved surfaces within site)

Equations Used (Corrected for PM10)

Operation	Empirical Equation	Units	AP-42 Section (4th Edition)
Bulldozing	$0.75(s^{1.5})/(M^{1.4})$	lbs/hr	8.24, Overburden
Grading	$(0.60)(0.051)S^{2.0}$	lbs/VMT	8.24, Overburden
Vehicle Traffic	$(3.72/(M^{4.3}))^{*.6}$	lbs/VMT	8.24, Overburden

Source: Compilation of Air Pollutant Emission Factors, Vol. I, USEPA AP-42.
Section 8.24, Western Surface Coal Mining (4th Edition)

Calculation of PM10 Emission Factors for Each Operation

Operation	Emission Factor (mass/ unit)	Operation Parameter	Emission Factor (lbs/ acre)
Bulldozing	2.37 lbs/hr	26.1 hr/acre	61.9 lbs/acre
Grading	0.77 lbs/VMT	1.7 VMT/acre	1.3 lbs/acre
Vehicle Traffic	0.00 lbs/VMT	34.2 VMT/acre	0 lbs/acre

Emissions Due to Wind Erosion of Soil Piles and Exposed Graded Surface

Reference: CEQA Air Quality Handbook, SCAQMD, April 1993.

Soil Piles EF = $1.7(s/1.5)[(365 - H)/235](l/15)(J) = (s)(365 - H)(l)(J)/(3110.2941)$, p. A9-99.

Soil Piles EF = 6.7 lbs/day/acres covered by soil piles

Consider soil piles area fraction so that EF applies to graded area

Soil piles area fraction: 0.01 (Fraction of site area covered by soil piles)

Soil Piles EF = 0.067 lbs/day/acres graded

Graded Surface EF = 26.4 lbs/day/acre (recommended in CEQA Manual, p. A9-93).

Calculation of Annual PM10 Emissions

Source	Emission Factor	Graded Acres/yr	Exposed days/yr	Emissions lbs/yr	Emissions tons/yr
Bulldozing	61.9 lbs/acre	17.50	NA	1,083	1
Grading	1.3 lbs/acre	17.50	NA	23	0
Vehicle Traffic	0.0 lbs/acre	17.50	NA	0	0
Erosion of Soil Piles	0.1 lbs/acre/day	17.50	180	211	0
Erosion of Graded Surface	26.4 lbs/acre/day	17.50	180	83,160	42
TOTAL				84,477	42

Soil Disturbance EF: 63.2 lbs/acre

Wind Erosion EF: 26.467 lbs/acre/day

Back calculate to get EF: 84.7 lbs/acre/grading day

CONSTRUCTION (GRADING) EMISSIONS

Estimate of time required to grade a specified area.

Updated 17 June 1997.

Input Parameters

Construction area 18 acres/yr
Qty Equipment: 2

Assumptions.

Terrain is mostly flat.

Terrain is populated with medium brush; trees are negligible.

An average of 6" soil is removed during stripping.

An average of 6" soil is excavated from one half of the site and backfilled to the other half of the site; no soil is hauled off-site or borrowed.

200 hp bulldozers are used for site clearing.

300 hp bulldozers are used for stripping, excavation, and backfill.

Vibratory drum rollers are used for compacting.

Stripping, Excavation, Backfill and Compaction require an average of two passes each.

Excavation and Backfill are assumed to involve only half of the site.

Calculation of days required for one piece of equipment to grade the specified area.

Reference: Means Heavy Construction Cost Data, 6th Ed., R. S. Means, 1992.

Means Line No.	Operation	Description	Output	Units	Acre/(equip)(day)	(Equip)(day)/acre	Acres/yr	(Equip)(days)/yr
021 108 0550	Site Clearing	Dozer & rake, medium brush	0.6	acre/day	0.6	1.67	17.50	29.17
021 144 0300	Stripping	Topsoil & stockpiling, adverse soil	1,650	cu. yd/day	2.05	0.49	17.50	8.56
022 242 5220	Excavation	Bulk, open site, common earth, 150' haul	800	cu. yd/day	0.99	1.01	8.75	8.82
022 208 5220	Backfill	Structural, common earth, 150' haul	1,950	cu. yd/day	2.42	0.41	8.75	3.62
022 226 5020	Compaction	Vibrating roller, 6 " lifts, 3 passes	1,950	cu. yd/day	2.42	0.41	17.50	7.24
TOTAL								57.40

Calculation of days required for the indicated pieces of equipment to grade the designated acreage.

(Equip)(day)/yr: 57.40
Qty Equipment: 2
Grading days/yr: 57.40

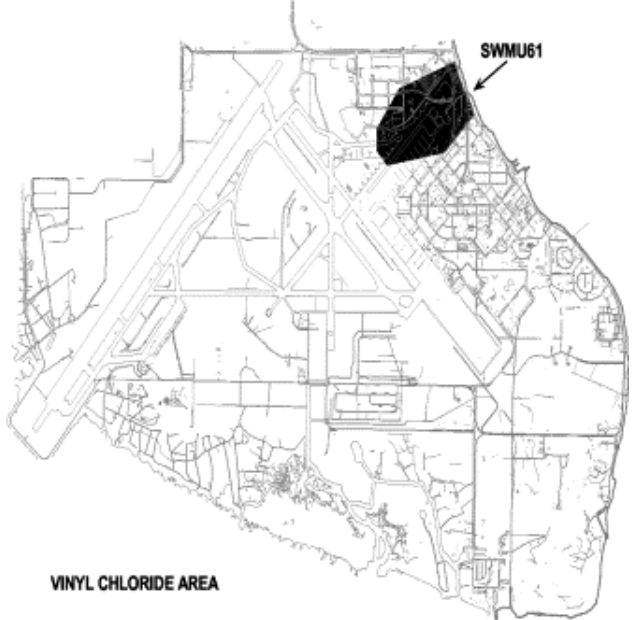
Round to	57 grading days/yr
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APPENDIX E

HAZARDOUS WASTE CLEAN-UP SITES INFORMATION

Site Summary for SWMU61

Environmental Restoration Program, MacDill AFB, FL

Site ID:	SWMU61	
Site Name:	Chlorinated Solvent Plume	
Air Force ID:	SS061	
Regulatory Program:	RCRA	
Air Force Program:	IRP	
Current Phase:	RA-C	
Site Status:	Remedial Action - Construction	
Relative Risk:	High	
Site Closure:	12/31/2021 est.	SWMU61

Primary Contaminants of Potential Concern

Groundwater:	Chlorinated VOCs, arsenic, and petroleum
Soils:	None Identified
Surface water:	None Identified
Sediments:	None Identified
Buildings/structures:	None Identified

Physical Setting

SWMU 61 is located in the northeast portion of the Base along the north apron of the flightline. The site is about 30 acres in size. SWMU 61 is bounded on the west by Kingfisher Avenue, and on the east by the Hillsborough Bay. To the north, the site is bounded by North Boundary Boulevard, while the southern extent is Florida Keys Avenue. The site includes an area which is approximately 14.25 million square feet.

Narrative

The initial presence of chlorinated solvents was mainly confirmed through previous investigations at Site 57 (Pumphouse 77) in 1993-1994, and at the AGE Building Vinyl Chloride area (SWMU 29) in 1993-1994. In

January 1998, SWMU 29 was formally incorporated in SWMU 61 investigations. Chlorinated VOCs were also detected in groundwater at Site 57, North Apron, which is located south of PH 77. The primary site contaminants at SWMU 61 include trichloroethylene (TCE), 1,2-dichloroethene (1,2-DCE), vinyl chloride, and 1,2-dichloroethane (1,2-DCA). The source of the VOCs, including TCE and two of its degradation products, 1,2-DCE and vinyl chloride, has not yet been determined. A RCRA Facility Investigation (RFI) Report was finalized in 1999. A groundwater monitoring program was initiated to evaluate MNA as a potential remedy for groundwater. Groundwater flow and transport modeling is currently being conducted. A Corrective Measures Study (CMS) for SWMU 61 will be performed following completion of the groundwater modeling efforts in 2002.

Summary of Activities to Date

Started	Completed	Category	Activity or Milestone
10/1/1994	10/1/1994	Document Submittal	Draft Vinyl Chloride Investigation Report
6/1/1998	6/1/1998	Document Submittal	Draft RFI
12/1/1998	12/1/1998	Document Submittal	Groundwater monitoring plan
1/1/1999	1/1/2000	Document Submittal	Annual Monitoring Report
10/1/1999	10/1/1999	Document Submittal	RFI Report
10/1/1999	10/1/1999	Field Work	Risk Assessment
11/16/1999	11/16/1999	Regulatory Correspondence	EPA letter
4/28/2000	4/28/2000	Document Submittal	Annual Monitoring Report
4/28/2001	4/28/2001	Document Submittal	Annual Monitoring Report
2/7/2003	2/7/2003	Document Submittal	Treatability Study Work Plan Revision 1
2/26/2003	2/26/2003	Document Submittal	Final Comprehensive Groundwater Sampling Work Plan Revision 2
3/4/2003	3/4/2003	Document Submittal	Groundwater Flow Modeling Report
3/21/2003	3/24/2003	Document Submittal	Basewide Water Level Measurement Effort: Rev. 0
4/18/2003	4/18/2003	Regulatory Correspondence	EPA letter
4/18/2003	4/18/2003	Regulatory Correspondence	DEP Letter.

Government Contact

MacDill AFB
6 CES/CEQ
7621 Hillsborough Loop Drive (Bldg.30)
MacDill AFB, FL 33621
POC: Richard Burnette
Phone: (813)828-4554
Fax: (813)828-0731
Email: richard.burnette@macdill.af.mil

MacDill AFB
Remedial Project Manager
Installation Restoration Program
MacDill AFB, FL 33621
POC: Kenneth Domako
Phone: (813)828-0764

Contractor on Site

Earth Tech
7102 W. Boundary Road

MacDill AFB, FL 33621
POC: Ellen Eveland
Phone: (813)840-2700
Fax: (813)840-9113
Email: ellen_eveland@earthtech.com

Earth Tech
10 Patewood Drive
Building VI, Suite 500
Greenville, SC 29615
POC: Gregg Branham
Phone: (864)234-3583

Fax: (813)828-0731

Email: kenneth.domako@macdill.af.mil

Fax: (864)234-3069

Email: gregg_branham@earthtech.com

